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No. 25,813 HONG KONG, THURSDAY, MARCH 8, 1928. PRICE, \$3.00 Per Month.

BRITAIN & EGYPT.

TREATY NOT ACCEPTABLE.

A WHITE PAPER.

Egyptian Objection To British Army The Snag.

LORD LLOYD'S ATTEMPT AT RECONCILIATION.

London, To-day.

The White Paper on the Egyptian treaty negotiations (set out below) gives the terms of the various documents that passed between representatives of the two Governments and confirms that the failure of negotiations was due to the Egyptian objection to the British army remaining in Egypt, despite a series of concessions on the part of the British Government, including an instruction to Lord Lloyd to attempt to draw up an agreement with Sarwat, whereby the British personnel of the Egyptian army might be converted to a military mission. Sir Austen Chamberlain comments it is this lack of recognition of the realities of the situation which has made a settlement impossible.

FOURTEEN ARTICLES.

London, Yesterday.

A lengthy White Paper has been issued covering the Anglo-Egyptian treaty negotiations beginning on July 13, 1927, and leading to the draft treaty agreed upon by Sarwat Pasha and Sir A. Chamberlain in November, the ratification of which was subject to Parliamentary approval in both countries. The treaty contains 14 articles.

Firstly, an alliance is established for the conservation of friendship, cordial understanding and good relations of the parties.

Secondly, Egypt undertakes not to oppose in any way British



Sarwat Pasha.

policy in foreign countries and not to conclude with any foreign Power an agreement which might be prejudicial to British interests.

Thirdly, Britain, subject to the League Covenant, undertakes immediately to aid Egypt as a belligerent.

British Methods.

Fourthly, Egypt to consult Britain if circumstances arose likely to imperil the relations of Egypt and foreign Powers or threaten the lives and properties of foreigners in Egypt.

Fifthly, the Egyptian army to be trained in British methods and if any foreign instructors are required they must be British.

Sixthly, in the event of British engaging in war, even if Egypt's rights and interests are unaffected, Egypt undertakes to furnish Britain in Egyptian territory all facilities and assistance possible.

Seventhly, in order to facilitate and secure the protection of the British Empire communications and pending a future treaty in which Egypt would be entrusted with such protection, Egypt authorises the maintenance in Egyptian territory of armed forces if Britain considers necessary such forces; not to constitute occupation in any wise to the prejudice of the sovereign rights of Egypt; both contractors to reconsider after a decade the question of localities in which forces

will be stationed; if an agreement is then impossible the question may be submitted to the League of Nations, and should the League decision go against Egypt the question can at their request be re-investigated at intervals of five years from the date of the League's decision.

The League.

Eighthly, Egypt, when engaging foreign officials, to give as a rule preference to Britons. Other nationals only to be engaged if qualified Britons are unavailable.

Ninthly, Britain undertakes to use all her influence with capital powers to obtain a modification of capitulations in order to conform more closely with the spirit of the times and the present state of Egypt.

Tenthly, Britain to assist Egypt's admission into the League of Nations; Egypt declares herself ready to accept the conditions of admission.

Eleventhly, Britain to be represented in Egypt by an ambassador with precedence over all foreign representatives.

Twelfthly, nothing in the treaty to prejudice the rights and obligations of both contractors under the League Covenant.

The 14th provides that any disagreement as regards the application and interpretation of the treaty which cannot be settled by direct negotiation shall be dealt with in accordance with the League Covenant.

Note to Sarwat.

Cairo, Yesterday.

Lord Lloyd has handed Sarwat Pasha a Note from the British Government, dealing with public assemblies and the law as recently passed by the Egyptian Parliament.

The Note amounts to a British veto.

The Cabinet meeting decided that as Sarwat had tendered his



Lord Lloyd

resignation the present Ministry was unable to deal with the matter.

The newspapers give prominence to the "grave" Note which, it is reported, points out that recent Egyptian legislation weakens the authority of the executive to deal with the maintenance of public order and the protection of life and property.

The Note was hitherto withheld in the hope that a general Anglo-Egyptian agreement would be reached under which the Egyptian Government would assume the whole burden of maintaining

MR. CHENG LOH

His Action At Geneva.

MACHINE GUN PARTS.

Thanked For His Advice To Hungary.

Geneva Yesterday.

At a private session of the Council the Hungarian General, Tanczos, presented 61 documents regarding the machine gun parts affair.

The Council, after an hour, decided to consider the matter in public after speeches by the various parties in the Council and accepted a motion by Sir A. Chamberlain to appoint a committee to deal with the matter. This will consist of delegates from Holland, Chili and Finland.

There was some discussion at the private session on the action of Mr. Cheng Loh, the Chinese ex-President of the Council, recently telegraphing to the Hungarian Government advising the postponement of their decision to sell by auction machine gun parts and Mr. Cheng Loh explained his reasons.

Friendly Counsel.

A communique which has been issued regarding the private sitting of the Council states that Mr. Cheng Loh's action in telegraphing the Hungarian Government was not intended as an injunction but as a friendly and courteous counsel with a view to preventing the Council having to deal with an "accomplished fact" and safeguarding the League's moral authority. The President of the Council thanked Mr. Cheng Loh for his explanation.

Sir A. Chamberlain drew attention to the difficulties with which Mr. Cheng Loh was faced and declared it would be necessary to examine the powers and duties of the acting President at intervals in the sessions.—Reuter.

LIBERAL GAIN.

ST. IVES ELECTION RESULT.

London, Yesterday.

Following is the result of the election of St. Ives, caused by the elevation of Mr. J. A. Hawke, K.C., to a judgeship:

Mrs. W. Runciman (Liberal)	10,241
Sir Andrew Caird (Conservative)	9,478
Mr. Hopkins (Labour)	4,343

This is a Liberal gain.—Reuter.

MINE FATALITY.

FIRE DAMP EXPLOSION IN GERMANY.

Berlin, Yesterday.

Six miners were killed and 18 entombed in a fire damp explosion at Ludwigsdorf.—Reuter.

order.

But the failure of the negotiations left Great Britain under the terms of the declaration of 1922, the responsibility of protecting foreign interests.

The Note reserves the right to take such steps as may be necessary to meet Britain's obligations.

General Action.

It is learnt that the British Note does not expressly refer to the public assemblies' law but to general legislative and administrative action impeding the power of the executive to protect foreign life and property. It may also be taken to refer to outside interference similarly affecting the proper authority of the executive. Hence it is capable of the widest interpretation and creates a new and important element in the Egyptian political situation. Nevertheless, the Note is undoubtedly prompted by the law recently passed by Parliament but which has not yet received the King's assent modifying the previous decree which prohibited demonstrations and regulated public meetings.

The new measure permits demonstrations and empowers the police to intervene only when unlawful acts are committed. Parliament also rejected the Government's attempt to empower police control of demonstrations in order to minimise interference in normal life.—Reuter.

LADY CLEMENTI.

Leaves This Morning For Canton.

THE OFFICIAL PARTY.

Sir Shou-son Chow And Dr. Kotewall Also Depart.

Lady Clementi, the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Captain P. Perfect (of the 2nd Batt. King's Own Scottish Borderers), A.D.C., sailed on the s.s. "Kinshan" for Canton where they will arrive this afternoon and will stay at Shameen.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), accompanied by the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E. (Colonial Secretary), Captain A. J. L. Whyte, A.D.C., and Captain B. R. Forster, Private Secretary, sail to-night on H.M.S. "Tarantula" and "Cicala" for Canton, where they will arrive to-morrow morning.

The official landing is at Tien Tze Ma Tau (Government Pier), Central Bund, at 10.30 a.m. There will be a reception at the headquarters.

CLOUDY.

N.W. or variable winds, moderate, cloudy, is the official weather forecast.

The anticyclone is stationary over south Manchuria. Depressions are shown over Indo-China and to N.E. of Shanghai. The monsoon is interrupted.

quarters of the Provincial Government, but no speeches.

Lunch will be taken at Shameen, in the British Consulate General—an informal affair.

To-morrow (Friday) afternoon will be spent in sightseeing. In the evening Marshal Li Chai-sum will be host at a formal dinner; he will welcome the visitors and H.E. the Governor will reply in Chinese. Ladies will be present.

On Saturday, the visitors will take tiffin with the Mayor of Canton City; go on a flower-boat trip on the Canton River, dine with the Chinese General Chamber of Commerce of Canton, and then go to a Chinese theatrical entertainment.

Lady Clementi will lunch with Madame Li Chai-sum and official ladies. On Saturday the visitors will make an official departure from Government Pier and return to Hong Kong by the evening.

GUARANTOR SUED.

HONG KONG HOTEL VERSUS MR. J. T. DOBBIE.

MR. HAYNES' ASSURANCE.

The case in which the Hong Kong and Shanghai Hotels, Ltd., sue Mr. Jas. T. Dobbie, formerly of the Hong Kong Herald Publishing Company, as guarantor for Mr. L. E. Haynes in respect of \$123.35, was down for hearing at the Summary Court this morning.

Mr. O. E. C. Marton, recently admitted to local practice, appeared for the Hotels Company.

Mr. Dobbie did not appear but Mr. Haynes was in court.

Mr. Marton said that Mr. Haynes was not entitled to consent as he was not the defendant.

Mr. Marton indicated that Mr. Haynes had agreed to pay the debt.

Mr. Haynes: I am the original defendant, my Lord.

Mr. Justice Wood: He is not a party to these proceedings.

It subsequently transpired that owing to Mr. Marton's misunderstanding of His Honour's direction, Mr. Dobbie had not been served with notice.

Mr. Marton asked for a week's adjournment.

His Honour asked when the money was likely to be paid.

Mr. Haynes gave an assurance that it would be paid within seven days.

His Honour put the case down for March 17 and indicated that, if the settlement was no longer outstanding, it could be recorded.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand to-day was 2/0 8/16.

NOT QUITE SURE.

What Mr. Wilbur Can't Understand.

BRITAIN'S BONA FIDES.

America's Right To Build The Ships She Wants.

Bay City (Michigan), Yesterday.

Mr. Wilbur in a speech defended the Administration's proposed \$40,000,000 naval programme and said the Administration thoroughly endorsed Sir A. Chamberlain's statement that an Anglo-American war was already outlawed in the hearts of both countries; but he thought the British attitude inconsistent. It was difficult to reconcile a conviction that war was outlawed with British unwillingness to recognise America's rights to build a limited number of the type of ships she desired or with British willingness to risk the success of the Geneva Conference.

Americans at Geneva were never able to reconcile the conception of the absolute naval needs stressed by the British with the negotiations for a treaty fixing limitations on a basis of mutual concessions.—Reuter's American Service.

RED HORRORS.

WHAT HAPPENED AT LEIYANG.

MASSACRE AND RAPINE.

Hankow, Yesterday.

Details from Chinese sources of the massacre by peasant Communists and disbanded soldiery at Leiyang show that the first act on entering the city was to set fire to all houses of well-to-do people. All the occupants, men, women and children were forced to remain inside and perished in the flames.

During the few days of Communist occupation everybody in the city showing appearance of prosperity was massacred mostly after torture.

Gouging out of eyes and the cutting off of ears was the most favoured of the describable tortures. Whole families were thus treated. Children were compelled to watch parents and parents to watch children being subjected to horrible mutilations prior finally to being slaughtered.

The bulk of the female population who were unable to flee were subjected to unmentionable tortures before death.

Anti-Communist troops despatched from Hangchow occupied Leiyang after the Communists had withdrawn to the Kwangtung border, where there are reports of the further massacre of a number of foreign missionaries known to be in the Leiyang area. Their fate is unknown.—Reuter.

[Tales of the massacre were first received here on Saturday last. Leiyang is only 80 miles north of that part of the Kwangtung frontier which is 200 miles due north of Canton as the crow flies.]

MAU MOVEMENT.

BRIGHTER OUTLOOK IN SAMOA.

Wellington, Yesterday.

According to official advices from Samoa the native parliament has agreed to convene a big meeting in the vicinity of Apia on March 10 for the object of putting an end to the Mau movement.

A deputation of chiefs will subsequently visit New Zealand to learn the wishes of the Government.

The Administrator's terms to Mau provide they obey the law and act constitutionally in future; also submit matters from him through the Samoan district councils and not through the European committee.—Reuter.

PASSENGER TRAFFIC.

At the Harbour Office the following figures were obtained, showing return of passenger traffic manifested in the colony for the month ending Feb. 29, 1928:—

Arrivals.	Departures.
Ocean going steamers	89,124
River steamers	112,380
Junks and launches	9,996
	51,082
	100,050
	6,587
	161,600
	167,669

BOXER MONEY.

For General Welfare of China.

COMMISSION'S PROPOSALS.

Useless To Give Effect To Them Without Stability, Etc.

London, Yesterday.

In the House of Commons, in reply to questions, Mr. G. Lockhart-Lampson (Under Secretary of Foreign Affairs) said that though British relations in the various regional administrations in China were greatly improved, it was not yet clear that they had achieved any degree of permanency or stability or authority. It was therefore useless to attempt to give effect to the recommendations of the Boxer Indemnity Commission as the Boxer money must be used for the welfare of the whole of China.—Reuter.

PRINCESS DEAD.

LOSS TO JAPANESE ROYALTY.

Tokyo, Yesterday.

The Emperor's youngest child, Princess Hsiao, who had been sick since the latter part of February, succumbed to septicaemia at 3.38 a.m. The Emperor and Empress were at the bedside and most of the Princes and Princesses came to the palace.

There is no official mourning for an imperial child under the age of seven except for the Crown Prince and also no public mourning.

Household officials will formulate funeral arrangements later under the Shinto rites, after which the burial will take place at Asakawa, near Tokyo, where the late Emperor Taisho is buried.

The Empress, in spite of many sleepless nights at the child's bedside, is reported to be bearing up well.—Reuter.

AIR ESTIMATES.

PROVISION FOR FOUR MORE SQUADRONS.

London, Yesterday.

The Air Estimates total \$16,200,000 compared with \$15,550,000 last year, including \$2,000,000 for the expenses of the air force in Iraq. Provision is made for four more Squadrons, comprising two additional ones for India, one to co-operate with the navy and a squadron of flying boats.—Reuter.

LOANS.

PORTUGUESE PROPOSAL AT GENEVA.

Geneva, Yesterday.

The League financial committee is unable to proceed with the proposal for a Portuguese stabilisation loan owing to difficulties not divulged. On the contrary the committee agreed to a Bulgarian stabilisation loan of \$4,750,000.—Reuter.

JUNKMAN CHARGED.

DEATH OF A LITTLE GIRL.

BODY ON BOAT.

Before Mr. R. E. Lindsell at the Central Magistracy this morning,

the steersman of an Aberdeen junk, No. 4201-HA, was charged with the manslaughter of a 12-year-old Chinese girl, the daughter of the master of fishing boat No. 5981-A, as the result of a collision between the junk and the smaller craft off Putoi Island, near Stanley, at 5 a.m. on February 20.

Mr. Leo d'Almada, Jun. (instructed by Mr. Leo d'Almada, Sen.) appeared for the defence. The case for the Crown was conducted by Detective Inspector Lane.

Only police evidence was taken this morning, and then the case was adjourned until to-morrow, in order to allow time to collect the witnesses in the case.

Sergeant Kirby, officer in charge of Stanley Police Station, gave evidence to the effect that on February 20, he proceeded in a row boat to a small fishing boat anchored close to shore in a small bay in Putoi Island. On board the boat he saw the body of a small girl which he had transferred to the police launch and subsequently conveyed it to the Victoria mortuary.

PIRATES BUSY.

Reports From Middle Yangtze.

STERN THREATS.

Smuggled Ammunition Seized By Commissioner.

Ichang, Yesterday.

Pirates are reported to be busy on the Middle River in the vicinity of Ichang.

Some time ago, they were responsible for the removal of the River Inspector and staff and now it is reported that they intend to remove the mast buoys and bamboos which serve as landmarks on the river, with the object of running ships ashore.

The British Commissioner of Customs has taken charge of a quantity of smuggled ammunition which was found on board an upper river steamer.—British Naval Wireless.

ADDRESS TO WOMEN.

DEAN ON THE MEANING OF THE BIBLE.

THIS MORNING'S TALK.

A meeting of the St. John's Cathedral Women's Guild was held in the Cathedral Hall this morning, when a good gathering of ladies listened to an address on "The Meaning of the Bible" by the Rev. A. Swann, Dean of the Cathedral.

Mr. Swann's address opened with the question "What is the Old Testament?" and proceeded to deal with the present perplexity about the use of the Old Testament, which he said was a subject which was very much in people's minds to-day. Many people did not know what to think of the Bible and what to believe, and the thoughtful ones found it a hindrance to Faith. It seemed to offer weapons to attack Christianity with and to put difficulties in the way of Jesus.

There was a long period in the past, Mr. Swann said, when the Church held the view of "verbal inspiration," namely, that every statement in the Old Testament was accurate and any page gave an eternal truth which was binding on man.

Revolution of Outlook.

In the last 100 years, however, there had been a revolution of outlook with regard to the Old Testament, and it was with the introduction of vague rumours of "higher criticism" that the truth and value of the Bible was abolished.

The reason why the old view of "verbal inspiration" was abandoned was because science had taught people to approach every thing with an open mind and try to arrive at the truth by a comparison of theory and the facts at their disposal. They did not make up their mind about a subject and then try to squeeze the facts into the pre-conceived idea.

Science naturally approached the Bible in the same manner that all other subjects are approached, hence the old view of exact verbal inspiration was abandoned.

The Old Testament was a library of writings and not a book, and represented a nation's experience of God, recorded by the people of Israel slowly as they formed their own idea of God.

The Other Extreme.

It was impossible to hold that all these ideas were verbal inspirations. As an example, Mr. Swann said that God did not always reward good character with health and good surroundings. The book of Job showed that even at that time, the people were dissatisfied and growing out of it, as that holy man's sufferings brought doubts on the Psalmist's recorded view of God.

On the other extreme, Mr. Swann referred to the story of Abraham being told by God to kill his son as a sacrifice. That was also inconceivable and led to confusion of the mind.

In this connection, the speaker referred to the story of the little girl who had been so confused that it was easily understandable how she came to the decision that she liked Jesus and did not like God.

The address will be continued at another meeting of the Guild.

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STANDARD TIME.**SUNRISE AND SUNSET IN HONG KONG.**

Sunrise and Sunset in Hong Kong during March, according to the standard time of the 120th meridian east of Greenwich, is as follows:—

Date.	Sunrise.	Sunset.
March	a.m.	p.m.
8	6.39	6.30
9	6.38	6.30
10	6.37	6.31
11	6.36	6.31
12	6.35	6.32
13	6.34	6.32
14	6.34	6.32
15	6.33	6.33
16	6.32	6.33
17	6.31	6.33
18	6.30	6.33
19	6.29	6.34
20	6.27	6.34
21	6.27	6.35
22	6.26	6.36
23	6.25	6.36
24	6.24	6.36
25	6.23	6.36
26	6.22	6.37
27	6.21	6.37
28	6.20	6.37
29	6.19	6.37
30	6.18	6.38
31	6.17	6.38

LAMMERT BROS.

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Silver Cabinet, Leather Covered
Chairs, Egyptian Carpets and Rugs,
Oil Paintings, Pictures, Ornaments,
China Wares, etc., etc.

Teak Dining Tables and Chairs,
Sideboards with Mirrors, Dinner
Waggon, Ice Chest, Dinner
Service, Glass Wares, Cooking Utensils,
Cutlery, etc., etc.
Brass, Iron and Teak Bedsteads
with Mattresses, Wardrobes with
and without Mirror, Dressing
Tables, Chests of Drawers, Wash-
stands, Toilet Sets, Side Tables,
Chamber Stands, etc., etc.

Also
A Few Pieces of
Canton Blackwood Furniture.

And
One Motor Cycle with Sidecar.
One Sewing Machine.
One Piano by John Broadwood &
Sons.

One Enamel Bath.
Two Gramophones.
One Remington Typewriter.
Two Telescopes.
One "Kok" Moving Picture
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One Popular Pressman Camera.
One Case German Records.

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8th March, 1928.

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Hong Kong, March 5, 1928.

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SATURDAY, the 10th March, 1928,
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The Goods and Chattels of Mrs.
F. K. Cameron of No. 13, Queen's
Road, Central, St. Francis Hotel,
1st, 2nd and 3rd Floors, all that
space on the ground floor known
as the Lobby and a portion of the
ground floor on the Right Wing of
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Comprising:—
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chairs, Couches, Dining Tables,
Dining Chairs, Sideboards, Dinner
Waggon, Ice Chests, Crockery,
Glass Ware, Cutlery, Cooking Utensils,
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tures, Post and Plants, Rattan
Chairs, Carpet Runners, Toilet
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Hong Kong, March 7, 1928.

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WEDNESDAY, 14th March, 1928,
commencing at 2.45 p.m.
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A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE.**

(Particulars from Catalogues.)
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March, 1928.

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THURSDAY, the 15th March, 1928,
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Comprising:—
Five Coloured Vases, Blackwood
Joss Table, Carved Lacquer
Vases, Porcelain Table Screens,
Crystal Ornaments, Jade Vases
and Birds, Ivory Figures, Porcelain
Flower Bowls, Plates, Bronze
Gongs, Embroidered Mandarin
Coats, Valances and Hangings,
Chinese Hand Paintings, Lacquer-
ed Cupboards, Trunks, etc., etc.

Catalogues will be issued.

On View from Wednesday, the
14th March, 1928.

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From Hong Kong.

M.V. "ESQUILINO" Sails on the 8th Mar.
M.V. "ROMOLO" Sails on/or about 3rd Apr.
S.S. "VENEZIA" Sails on/or about 1st May.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMONA" Sails from Calcutta on the 1st Apr.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102 £83, via San Francisco.

G\$440, G\$420, via Japan and Seattle.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU Tuesday, 20th March.
TENYO MARU Tuesday, 3rd April.
*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.
ATSUTA MARU Saturday, 10th March.
KASHIMA MARU Saturday, 24th March.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 21st March.
AKI MARU Wednesday, 25th April.

BOMBAY via Singapore, Penang & Colombo.
SADO MARU Sunday, 11th March.
TOKUSHIMA MARU Thursday, 15th March.

GENOA MARU Wednesday, 28th March.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

ANYO MARU Thursday, 15th March.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU Tuesday, 10th April.

NEW YORK and/or BOSTON via PANAMA.
MAYEBASHI MARU Monday, 26th March.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LYONE MARU Saturday, 10th March.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
RANGOON MARU Saturday, 10th March.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 10th March.

SHANGHAI, KOBE & YOKOHAMA.
CEYLON MARU (Moji direct) Tuesday, 13th March.

FUSHIMI MARU Monday, 19th March.
*Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

M. M. MESSAGERIES MARITIMES

MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

PAUL LECAT 13th Mar.
ANDRE LEBON 27th Mar.
CHENONCEAUX 10th Apr.
ATHOS II 24th Apr.

From Dunkirk, Antwerp, London

D. P. BENOIT (Cargo) 24th Mar.
CAPT. FAURE (Cargo) 21st Apr.

For Shanghai, Japan and North China

D. P. BENOIT (Cargo) 24th Mar.
CAPT. FAURE (Cargo) 21st Apr.

For Shanghai and Japan

PAUL LECAT 18th Mar.
ANDRE LEBON 27th Mar.
CHENONCEAUX 10th Apr.
ATHOS II 24th Apr.

For Marseilles

SPHINX 18th Mar.
PORTHOS 27th Mar.
PAUL LECAT 10th Apr.
ANDRE LEBON 24th Apr.
CHENONCEAUX 8th May.

For Rotterdam, Hamburg, Dunkirk

YANG TSE
(Cargo) 1st week Mar.

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES,
Telephones: C. 561 and 740.
3, QUEEN'S BUILDING.

**SHIPPING SECTION.****LOCAL SHIPPING.**

TO-DAY'S REPORT AND
DEPARTURES.

THIS MORNING'S RETURN.

With the arrival of 19 vessels re-
corded at the Harbour Office, this
morning, the list includes 11 Brit-
ish vessels; 4 Chinese, 2 Japanese,
and 2 German vessels.

The cargo imported to the Colony
by the above number of vessels, re-
gisters a total of 20,744 tons, the
11 British vessels contributing
more than half the total, namely
11,999 tons. All the cargo imported
to-day is general merchandise.

Cargo being shipped through
Hong Kong for ports beyond, shows
a total of 22,205 tons, of which
amount the 11 British vessels are
carrying 9,102 tons.

With regard to the above figures,
the best figures shown for cargo
imported to Hong Kong, was con-
tributed by the s.s. "Apoyee"
(Messrs. Wo Fat Sing) from Saigon,
—3,500 tons general cargo.

The highest figures registered
for cargo being shipped through for
ports beyond, was given by the s.s.
"Morel" (Messrs. Melchers & Co.)
from Shanghai, —7,000 tons gen-
eral cargo.

Passengers arrived in the Colony
in the time under review by the
above vessels total 2,794 persons,
which includes 2,667 Asiatic deck
passengers; 91 Asiatic cabin; 36
European cabin.

Departures.

For Shanghai:—Yunnan, Kau-
chow, Saravistan, Sardapan, Empress
of Russia.

For Swatow:—Chenan, Cremer,
Wai Sing.

For Singapore:—Seistan, Kinryo
Maru.

For Saigon:—Wong Shek Kung.

For Manila:—Cuprum, West
Holland.

For Bangkok:—Tjkarang, Tai
Lee.

For Yanyama:—Sagava Maru.

For Canton:—Nanchang.

For Miji:—St. Albans.

For Whampoa:—Momoha Maru.

Clearances.

For K. C. Wan:—Hanol.

For Saigon:—Morel.

For Hoihow:—New Mathilde.

For Swatow:—Deli Maru.

For Takao:—Kim Ling.

For Bangkok:—Takasago Maru.

MARINE COURT.

At the Marine Court this morn-
ing, two cases were heard, with
Commr. J. B. Newell, D.S.O., R.N.,
Marine Magistrate at the bench.

Both concerned mistresses of fish-
ing boats, charged by P. S. I.
Hudson of the Royal Naval Yard
Police, for unlawfully disobeying
orders laid down by the Harbour
Master, by loitering within 100
yards of the sea wall of the Naval
Yard on the 7th inst.

The accused both admitted the
offences and were fined \$5 with the
alternative of five days' hard
labour.

PASSENGER LIST.**DEPARTURES.**

First-class passengers sailed from
Hong Kong on the "President
McKinley" for Shanghai, Japan &
Seattle on March 7:—

Mr. & Mrs. Miss Young Yook,
Mr. & Mrs. L. Warren, Mr. J.
Dobson, Mrs. F. N. Harbottle,
Mrs. E. L. Newhouse, Miss E.
McLeod, Mr. K. Cammatta, Mr. J. O.
Leary, Mr. S. W. Ching, Miss E. A.
Wright, Mrs. Yung Shee, Mr. Chan
Hing-foon, Mr. Chan Fung, Mr.
Quan Sun-min, Mr. Jay Yue, Mr.
Jau Near-wo, Mr. Chin Jai-on,
Mr. Chin Tin-tai, Mr. Chan Shu-
jung, Mr. Ng Wal-man, Mr. Chew
Ming-boar, Mrs. W. H. Penfield,
Mrs. A. Chan, Miss A. Chun, Mr.
Quock Yet, Mr. Quock Poy, Mr. &
Mrs. Pruckimiar, Brig.-Gen. & Mrs.
Rudkin.

MOVEMENT OF STEAMERS.

The D. & Co. s.s. "Tugela" sail-
ed from New York on January 16,
and is due here to-morrow.

The P. & O. s.s. "Khiva" left
Shanghai for this port on Tuesday
at 2 p.m. with the Mails, and is due
here to-morrow at about 6 a.m.

The M.V. s.s. "Sumatra" (Swe-
dish East Asiatic Co., Ltd.) left
Hamburg on January 27, and is
due here on or about March 10.

The C.P.S. R.M.S. "Empress of
Asia" left Vancouver for Hong
Kong via Japan ports and Shang-
hai on February 25, and is due
here on March 15.

The C.P.S. R.M.S. "Empress of
Asia" arrived at Yokohama yester-
day at 4 p.m. leaves Yokohama
to-day at noon, and is due at
Hong Kong on March 15 morning.

She will sail for Manila on March
17 at 5 p.m.

The D. & Co. s.s. "Bolton Castle"
sailed from New York on February
4, and is due here on March 25.

The D. & Co. s.s. "Venezia" sail-
ed from Port Said on Feb. 20, and
is due here on March 29.

The D. & Co. M.V. "Teledo" sail-
ed from New York on February 13,
and is due here on April 12.

CONSIGNEES' NOTICES.

Consignees of Cargo ex "Asia"
are reminded to take delivery of
their goods which will be subject
to rent after March 9 at 4 p.m.

Consignees of Cargo ex s.s.
"Porthos" are advised to send in
their claims to the Agent before
March 10.

Consignees of Cargo ex s.s.
"Yalou" are reminded that claims
must be sent in to the Agent before
March 12.

Consignees of Cargo ex s.s.
"Bengloe" are reminded to take
delivery of their goods which will
be subject to rent after March 12.

Consignees of Cargo ex "City of
Adelaide" are reminded to take de-
livery of their goods which will be
subject to rent after March 12.

MOTOR LINERS.

MORE POPULAR AMONG
SHIPOWNERS.

WHAT STATISTICS TELL.

Although oil-engined liners
have only been in opera-
tion for a few years they
are already more popular with
owners than steam-driven vessels.
According to "The Motor Ship,"
there are now 18 big motor pas-
senger ships on order for 12 dif-
ferent owners who, between them,
already possess 23 liners of this
class. As only two steam-driven
liners are being built for these
particular concerns, it would seem
that shipowners generally are show-
ing a marked preference for the
oil-engine drive. A short time
ago, when a similar analysis was
made with reference to cargo ships,
it was found that 28 different
shipowning firms had, between
them, ordered 279 motor ships
since they had first gained ex-
perience with such craft, and, in
the same period, had only con-
structed 53 steamers.

EMPIRE ORDER.**BRITISH MOTOR CRAFT
PROGRESS.**

In spite of the costs entailed in
the shipping of completed motor
craft Overseas from British build-
ing yards, it is noteworthy that
both in commercial and pleasure
types, British manufacturers have
forged ahead during the past year.

Among some recent contracts
secured by British firms for Over-
seas owners is an order for two
motor launches 26-ft. long by 6-ft.
beam, each to be fitted with a popu-
lar 15-h.p. British engine.

Another order relates to the
supply of racing hydroplanes for
India. Well known builders have
recently shipped a 25-ft. fast run-
about to Cairo for use on the Nile,
and another firm has just completed
a 53-ft. utility vessel for passenger
and towage service at Ascension
Island, while Singapore is one of
the districts where a new 18-ft.
standardised runabout now exten-
sively produced by a well known
British concern has been despatched.

CONSUMPTIVE DEAD.

The master of the s.s. "Apoyee"
(Messrs. Wo Fat Sing) reports to
the Harbour Office on arrival to the
Colony at 9 p.m. yesterday from
Saigon, to the effect that one pas-
senger died from consumption.

**AMERICAN AUSTRALIA ORIENT
LINE.**

Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS
ANGELES.

S.S. "WEST TOGUS" Mar. 17
S.S. "WEST FARA"
LON" Apr. 1

For full information apply to—
SWAYNE & HOYT, INC.
L. EVERETT, Inc.
General Agents

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF MADRAS" Havre, London, Rotterdam & Hamburg 25th March.
S.S. "CITY OF GLASGOW" Havre, London, Rotterdam & Hamburg 24th April.
S.S. "CITY OF DUNKIRK" Havre, London, Rotterdam & Hamburg 25th April.

AUSTRALIA

SINGAPORE/AUSTRALIA AUSTRAL-EAST INDIES LINE
"KAZEMBE" Leaves Singapore 7th May.
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and
other services.

BOSTON, NEW YORK & BALTIMORE

AMERICAN & MANCHURIAN LINE
S.S. "CITY OF DURHAM" via Suez Canal 20th March.
S.S. "CITY OF BOMBAY" via Suez Canal 20th April.
S.S. "CITY OF EASTBOURNE" via Suez Canal 18th May.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON AND NEW YORK

AMERICAN & ORIENTAL LINE
S.S. "BIRCHBANK" via Suez Canal 25th March.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE
S.S. "TINHOW" 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay (Port Elizabeth) Mossel Bay
and Cape Town.
Through Bills of Lading issued to Batra, Quillimaine, Tho, Port Amelia, Mozambique, Chinda,
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and
Madagascar.

For freight or passage on any of the above lines apply to—
Telephone Central 4791.

THE BANK LINE, LTD.**When you go home—go by
Canadian Pacific
to Europe**

Only 9 days across Pacific
from Japan!

Shortest—Most
Interesting
Way!



FAST travel time with cool comfort and variety of route will be in-
valuable to you as the members of your family on the return trip
home. Expresses of the Pacific are largest and fastest. Canadian Pac-
ific is the shortest rail route across Canada, through North America's
"50 Switzerland in One." And, from Montreal or Quebec, the Expresses
of the Atlantic and Cabin Class Ships sail one third the way to Europe on
the sheltered St. Lawrence, with only about 4 days open sea. The
splendid Expresses of the Pacific are typical of Canadian Pacific Railway
and Atlantic Service... all one management. Each transfer means but a
step from one to the other. Observation and observation-compartment
cars on its great scenic rail route. Magnificent hotels too... if you can
tarry, at Victoria and Vancouver, at mile-high Banff and Lake Louise, at
Montreal and Quebec.

Empress of Canada — Empress of Asia — Empress of Russia
...Sailing frequently from Seattle, Hong Kong, Shanghai, Kobe and Yokohama
...to Vancouver via Victoria.

**O. S. K.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore,
Colombo, Suez and Port Said.

AMAZON MARU Sunday, 11th March.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

HAWAII MARU Saturday, 24th March.

BOMBAY—Via Singapore and Colombo.

SHUNKO MARU (Calls at Karachi) Tuesday, 3rd April.

BURNEO MARU (Calls at Penang) Thursday, 19th April.

INDUS MARU (Calls at Penang) Tuesday, 20th March.

DURBAN, DELAGOA BAY, BEITA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.

CANADA MARU Saturday, 31st March.

CALCUTTA—Via Singapore, Penang and Rangoon.

TACOMA MARU Sunday, 25th March.

SEATTLE MARU Wednesday, 28th April.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.

PARIS MARU (From Shanghai) Tuesday, 20th March.

HAIPHONG—Via HOIHOW & PAKHOL.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS

AMUR MARU Saturday, 17th March.

SUMATRA MARU Saturday, 17th March.

SOURABAYA MARU Wednesday, 28th March.

KEELUNG Via SWATOW & AMOY.

HOZAN MARU Sunday, 11th March, 11 a.m.

TAIKWA MARU Wed., 14th Mar. 10 a.m.

KAIKO MARU Sunday, 18th Mar. 11 a.m.

TAKAO Via SWATOW & AMOY.

SOURABAYA MARU Wednesday, 28th March.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.
Tel. Central No. 4088, 4089, 4090.
M. TAKEUCHI, Manager.

**American Express
Travelers Cheques**

"sky-blue" in colour, these Cheques give travellers the
fullest protection against the loss or theft of their travel
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For more than 36 years travellers the world over have
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Issued in G\$10, G\$20, G\$50, G\$100, and
£5 and £10 denominations—bound in a small
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THE AMERICAN EXPRESS CO INC.

4-A, Des Voeux Road, Central,
Hong Kong.

AMERICA'S BID.

FOUR-DAY VOYAGES ON
ATLANTIC.

LINER SUPREMACY.

New York.—The dream of four-
day American Trans-Atlantic liners
is reported to be a step nearer
realization with the formation of
the Trans-Oceanic Corporation of
the United States, which, it is said,
is composed of a group of busi-
ness men who are prepared to
stake \$10,000,000 on the venture.
All the plans, however, are contin-
gent upon the mere chance of Con-
gress authorising a loan, at a
"moderate" rate of interest, of
\$18,000,000, and granting a long-
term mail-carrying contract. The
United States Shipping Board at
present has a construction loan
fund of \$14,000,000, but it is not
believed that any part of it could
be legally used as planned by the
new company, so that fresh legis-
lation would have to be passed by
Congress in order to get the money.
Place on the Seas.
Pressure will be brought to bear
and a determined effort made to

stir up public interest in the
scheme. The company is widely
circulating a pamphlet entitled
"How We can Regain our Place on
the Seas, Won by our Clippers a
Century Ago," in which it is urged
that fast ships and frequent
sailings are the only things neces-
sary.

Mr. Lawrence Wilder, one of the
moving spirits of the new com-
pany, will outline the plans of the
United States Shipping Board this
month. They include the construc-
tion of six 35,000-ton, 900-foot lin-
ers, with a speed of 33 knots, draw-
ing 35 feet of water, and accom-

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
*KHIVA	9,135	10th Mar.	Marseilles, London & Antwerp
KASHMIR	8,295	17th Mar.	Marseilles, London, Antwerp & Hull
KARMA	9,123	24th Mar.	Marseilles, London & Antwerp
*MIRZAPUR	6,715	27th Mar.	Marseilles, London & Bombay
MANTUA	10,946	31st Mar.	Marseilles, London & Antwerp
*KALYAN	9,144	7th Apr.	Marseilles & London
BONGOLA	10,604	14th Apr.	Marseilles & London
*NAGPORE	6,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles, London, Antwerp & Hull
KASHGAR	9,005	12th May	Marseilles, London, Antwerp & Hull
*JEYPORE	6,318	19th May	Marseilles, London, Antwerp & Hull
MALWA	10,986	26th May	Marseilles, London, Antwerp & Hull
DELTA	8,097	9th June	Marseilles & London
NOVARA	10,989	16th June	Marseilles, London, Antwerp & Hull
RANPURA	16,601	23rd June	Marseilles, London, Antwerp & Hull
*YUMPA	9,114	7th July	Marseilles, London, Antwerp & Hull
*NANKIN	7,658	14th July	Marseilles, London, Antwerp & Hull
PAWALPINDI	16,619	21st July	Marseilles, London, Antwerp & Hull
KASHMIR	8,295	4th Aug.	Marseilles, London & Antwerp

*Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Smyrna and other Levant Ports by steamers of the P. & O. Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	8th Mar.	Singapore, Penang & Calcutta
TATMA	10,000	15th Mar.	Singapore, Penang & Calcutta
TAKIWA	7,233	22nd Mar.	Singapore, Penang & Calcutta
SHIRALA	7,841	29th Mar.	Singapore, Penang & Calcutta

R. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Mar.	Manila, Port Holland, Sandakan
ARAFURA	6,000	4th Apr.	Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	11th Apr.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hoio, Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SHIRALA	7,841	9th Mar.	Amoy, Moji, Kobe & Osaka.
*NAGPORE	5,233	14th Mar.	Shanghai, Moji, Kobe & Yokohama
MANTUA	10,946	16th Mar.	Shanghai, Moji, Kobe & Yokohama
SANTHA	7,754	21st Mar.	Amoy, Moji, Kobe & Yokohama
*LAHORE	5,232	24th Mar.	Amoy, Moji, Kobe, Osaka & Yama.
TAKADA	9,949	28th Mar.	Shanghai, Moji, Kobe & Yokohama
MOREA	10,953	30th Mar.	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	3rd Apr.	Shanghai, Moji, Kobe & Yokohama
TALAWA	8,018	11th Apr.	Amoy, Shanghai, Moji, Kobe & Osaka.
*JEYPORE	5,318	13th Apr.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	18th Apr.	Shanghai, Moji, Kobe & Yokohama
TILAWA	10,000	21st Apr.	Amoy, Shanghai, Moji, Kobe & Osaka.
MALWA	10,986	27th Apr.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	8th May	Shanghai, Moji, Kobe, Osaka & Yokohama.
*NOVARA	6,989	8th May	Shanghai, Moji, Kobe & Yokohama
DELTA	8,097	11th May	Shanghai, Moji, Kobe & Yokohama
RANPURA	16,601	23rd May	Shanghai, Moji, Kobe & Yokohama
*NANKIN	7,658	4th June	Shanghai, Moji, Kobe & Yokohama
KHYBER	9,114	8th June	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Rangoon while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Passengers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Tickets, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONGKONG. Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "LYCAON"		Via Suez Canal	9th Mar.
S.S. "CITY OF DURHAM"		Via Suez Canal	20th Mar.
S.S. "RHESUS"		Via Suez Canal	29th Apr.
S.S. "CITY OF BOMBAY"		Via Suez Canal	20th Apr.
S.S. "CITY OF EASTBOURNE"		Via Suez Canal	18th May

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONG KONG.

For Freight and particulars apply to:—

ELLERMAN & BUCKNALL, LTD., LONDON, ENGLAND.

MAMMOTH LINERS.

WEIGHTS CUT TO INCREASE
SPEED.

NEW VESSELS.

The tonnage of the new passenger vessels planned by several of the big trans-Atlantic lines will be considerably smaller than that of some of the big ships now in service, such as the "Leviathan," "Majestic," and "Berengaria," although they are to be longer than any of these. An outstanding instance of this saving in weight is that of the two new North German Lloyd liners, "Bremen" and "Europa," which are to be about 937 feet long with a tonnage of only 46,000 gross register. New tonnage planned by the Navigazione Generale Italiana, the Cunard Company, and the White Star Line also will be in excess of 900 feet, according to recent announcements, and while no definite statements have been made in regard to their tonnage, it is understood they will follow the example set by the North German Lloyd in aiming at high speed by reduction of weight and economy of propulsion.

The "Majestic" is 915 1/2 feet long, 100 feet beam, and 58 1/2 feet deep from the upper deck, and has a gross register of 56,531 tons. The "Leviathan" is 907 1/2 feet long, 100 1/2 feet beam, and 58 1/2 feet deep from the upper deck, and has a gross register of 59,957 tons. The "Berengaria" is 883 1/2 feet long, 98 1/2 feet beam, and 57 1/2 feet deep from the upper deck, and has a gross register of 52,226 tons. These are enormous weights to drive through the water at the speed required for the maintenance of the schedules of the lines, and it is hoped by the reduction of weights in the new vessels to effect savings in operating costs and the same time to attain greater speed. These results are to be achieved, it is reported, by building the vessels with narrower beams in proportion to their length, and by the use of high-pressure steam with a high degree of super-heat, which will make it possible to develop great power with smaller boilers and smaller turbines than those now in use. By reason of this "fining" of lines and consequent reduction of weight, the North German Lloyd liners, it is said, will have a speed of about 27 1/2 knots, and the preliminary announcement of the Cunard Line indicates that the new aging "Mauretania" will be able to make the Atlantic crossing in five days, which will mean approximately the same rate of speed as that of the new German liners. The Italian liners also are expected to develop similarly high speed, and it is believed they will attain it in a similar way.

It is recalled that the proposed plans for the four-day ships of the Blue Ribbon Line call for vessels 800 feet long, with a beam of only 80 feet, using 400 pounds steam pressure and 700 degrees of super-heat to actuate turbines developing a speed of thirty-five knots. These vessels would be built along the same general lines as destroyers, and naval architects are of the opinion that this is an indication of the trend in passenger ship construction. French Line Rejoins Conference Group.

The internal difficulties of the North Atlantic Passenger Conference resulting from the differences between the French Line and Cunard Line have now been settled and the French Line is to resume full participation in the conference by attending meetings of principals after the first of the year. In the meantime the line is to be represented at all committee meetings. It is understood that rates for de luxe accommodations, which were scaled down as a result of the clash between the two lines, will be readjusted to the former levels. An advance in tourist third-class rates also is expected to be adopted, possibly at the beginning of next season. This advance has been considered by the lines for some time, but had been deferred because of the disturbed conditions following the reduction of first-class rates in September. The disagreement between the Cunard and French lines had its inception when the Cunard decided to make Havre a port of call for its steamers in the Channel service. Before that time the port had been regarded as the exclusive territory of the French Line. The ill-feeling thus engendered was intensified when the latter put its new flagship, the "Ile de France," in the Havre-New York service, offering more extensive de luxe accommodations than the class A vessels of the other lines. To meet this new and formidable competition the Cunard Line announced a new schedule of first-class rates, based on the formula plan approved by the conference, or rates based on actual accommodations, instead of on the class basis. This readjustment was followed by the White

Star, United States, and other lines offering luxury accommodations. The development of the port of Havre has changed the situation at that port, and the White Star Line, following the example of the Cunard, has announced that it will be a port of call for its Canadian ships next year. The United States Lines also has been considering use of this port instead of Cherbourg. More contracts for Clyde and Tyne.

The Avenue Shipping Company, Limited, London, have placed with Messrs. William Hamilton and Co., Limited, Port Glasgow, an order for a single-screw cargo vessel 875ft. in length, 53ft. 6in. in breadth, 28ft. 3in. in depth, of 8,100 tons deadweight on a draft of 25ft., and 10 knots speed loaded. The propelling machinery, which will be supplied by Messrs. John G. Kincaid and Co., Limited, Greenock, will consist of one eight-cylinder Burmeister and Wain internal-combustion engine developing 1,950 h.p. at 105 r.p.m. and having cylinders of 630 mm. bore and a piston stroke of 1,300mm. All the auxiliaries and winches will be electrically operated, the power being generated by Fiat Diesel engines.

Messrs. Swan, Hunter, and Wigham Richardson, Limited, are to build at their Southwick-on-Wear yard a cargo steamer of about 7,000 tons for the Hamburg-Levant Line. The engines will be supplied by the North-Eastern Marine Engineering Company's Sunderland works.

A contract for three more tankers for the Gulf Refining Company, of Philadelphia, has been obtained by Palmer's Shipbuilding and Iron Company, Limited, of Jarrow-on-Tyne. The firm have already built several similar vessels, which are of between 2,000 and 3,000 tons each, for the same owners, but the engines of the other vessels have been supplied by Messrs. Maccol and

Pollock, of Sunderland. For the three new vessels, however, the builders will also supply the propelling machinery.

Shipyard Conciliation. A conference took place recently at the offices of the Shipbuilding Employers' Federation in London between the Executive Committee of the Federation and representatives of the shipyard trade unions who are parties to the procedure for avoiding disputes. The employers explained the position of the Boiler-makers' Society regarding the procedure agreement. The conference, which was private, was adjourned.

BERI-BERI DEATH.

The master of the s.s. "Shirala" (Messrs. Mackinnon, Mackenzie & Co.) on arrival to the Colony at 10 a.m. yesterday from Singapore, reports to the Harbour Master that an Asiatic deck passenger died of beri-beri while making the trip.

CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship "YALOU" Bringing Cargo from Antwerp, Dunkirk, Rotterdam, London, &c., also Cargo from Cognac and Havre ex s.s. "Pel-Ho."

CONSIGNEES are hereby informed that their goods, with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO., LTD., KOWLOON, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before MONDAY, the 12th March, 1928, or they will not be recognised.

DAMAGED PACKAGES will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on FRIDAY, the 9th March, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hong Kong, 3rd March, 1928.

CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON & STRAITS.

THE Steamship "BENGLOE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 26th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 5th March, 1928.

NOTICE TO CONSIGNEES.

THE "ELLERMAN" FAR EAST LINE.

From Bremen, Hamburg, Rotterdam, Dunkirk, Antwerp, Marseilles, Colombo and Straits.

THE Steamship "CITY OF ADELAIDE"

having arrived from the above ports, Consignees of Cargo by her are hereby notified that their goods are being landed and placed at their risks into the hazardous and extra-hazardous Godowns of the Holt's Wharf, whence delivery may be obtained.

Consignees also are notified that before Bill of Lading will be signed, their signature to General Average Bond is required and Underwriters' guarantee obtained to pay contribution required.

No Claims will be admitted after the Goods have left the Ship's tackle and/or Godowns and all Goods remaining undelivered after Monday, 12th March, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Under-Signed within 10 days of steamer's arrival, otherwise they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Tuesdays and Fridays at 10 a.m. within the Free Storage period.

No Insurance whatever will be effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD., General Agents.

Hong Kong, March 6, 1928.



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There is a real thrill to sailing on a President Liner! These giant ships possess a personality that is pleasing and inviting. You become conscious of feeling right at home. Your voyage is sure to be a pleasant one.

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The public rooms are luxuriously appointed and inviting.

All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wardrobe, chemise bottles and reading lamps. Private bath and showers in connection with many rooms perfect the comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Lines.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

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The Sunshine Belt via Honolulu

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Pres. Lincoln Mar. 27th at Noon.

Pres. Madison Mar. 10th at Noon.

Pres. Jackson Mar. 24th at Noon.

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Fortnightly sailings on Wednesdays

Pres. Grant Mar. 21st at Noon.

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Pres. Pierce Mar. 18th at Noon.

Pres. Taft Mar. 2nd at Noon.

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Pres. Adams Mar. 25th 8 a.m.

Pres. Harrison Apr. 22nd 6 a.m.

Pres. Monroe May 5th 8 a.m.

Pres. Garfield Apr. 8th 8 a.m.

Pres. Wilson May 20th 6 a.m.

To MANILA

Pres. Polk Mar. 11th 8 a.m.

Pres. Grant Mar. 25th 8 a.m.

Pres. Adams Mar. 25th 8 a.m.

Pres. Lincoln Apr. 2nd 6 p.m.

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Hong Kong, April 1, 1924.

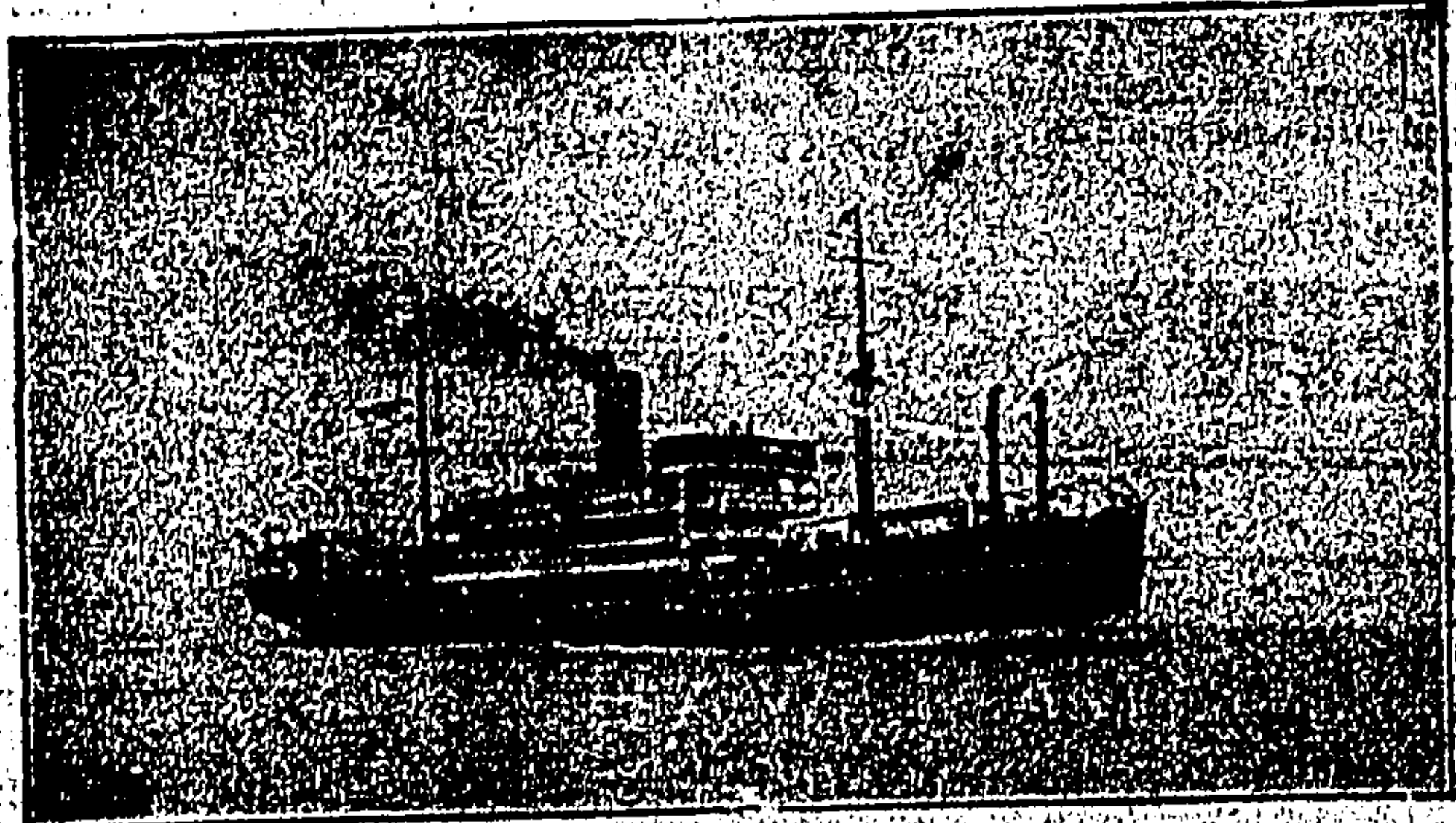
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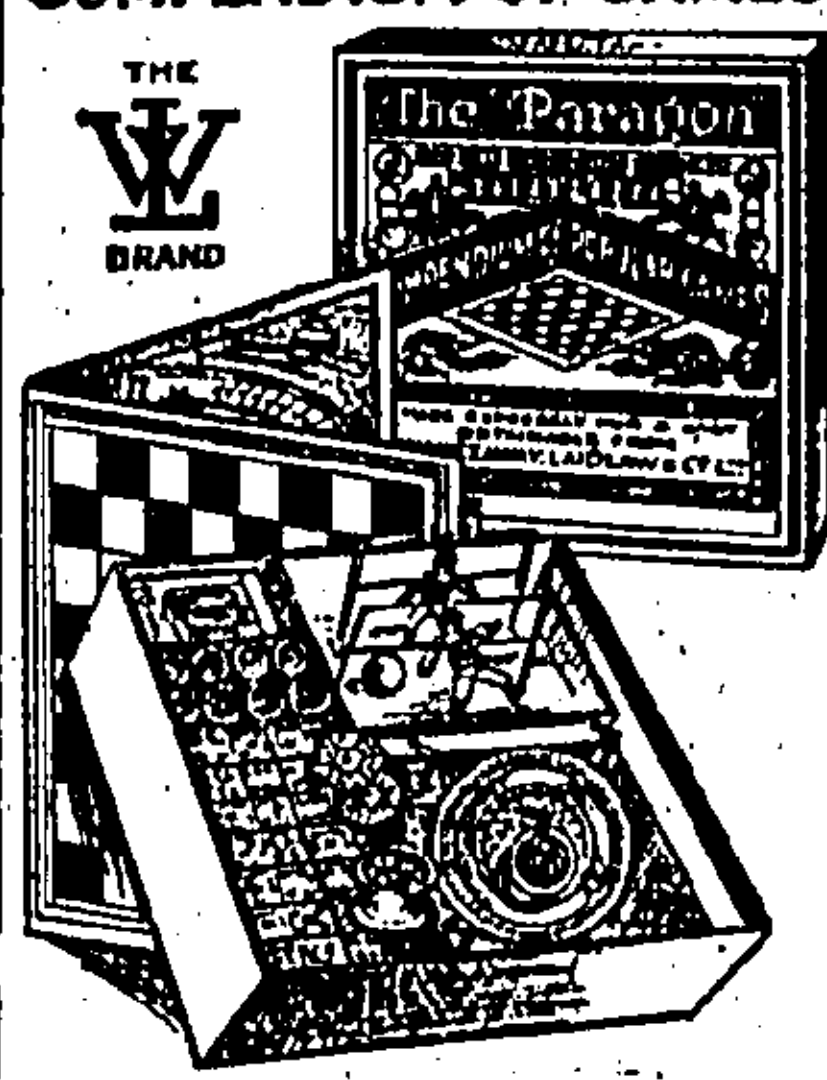


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Hong Kong, Thursday, March 8, 1928.

BRITAIN AND EGYPT.

Although the negotiations in connection with the proposed treaty between Britain and Egypt have been discontinued it must not be presumed that there is a distinct rupture in relations. Lord Lloyd, of course, still functions with his staff as High Commissioner for Egypt and we look to him with confidence successfully to bridge the present gulf and pave the way to the re-opening of diplomatic conversations. As a statesman he is essentially sound, and proved his worth when administering the Province of Bombay, which was his last active position before succeeding Lord Allenby in Egypt. The refusal of King Fuad to accept the proposed treaty simply means that the recent meetings between Abdel Khalek Sarwat Pasha and Sir Austen Chamberlain in London have come to naught. This result could not have been entirely unexpected, though the Egyptian Prime Minister certainly led most people to believe that at last an honest-to-goodness treaty had been drafted which was as acceptable to his country as it was to Britain.

The question of military activity by Britain in Egypt has proved the snag. In other respects the proposed treaty, according to the summary of it issued as a White Paper and cabled here to-day, appears to be one with which Egypt could find little fault. It seems strange that at the time of the London conference

tions Sarwat Pasha was apparently willing to admit the necessity of Britain continuing to guard the Suez Canal. Unless this had been admitted, all talk of a treaty would then have fallen to the ground. As can be seen in reading the various despatches which have been published during the past few days, it is not the Premier who is holding out for the complete British evacuation of Egypt. Whether or not he can impose his will on antagonistic elements and fulfill his virtual promise to see the treaty through, remains to be seen. It is in this direction that Lord Lloyd, being on the spot and thoroughly conversant with the ins and outs of Egyptian politics, may prove of immense value.

The British Note which followed the formal repudiation of the proposed treaty, also published to-day, is in no sense too strongly worded. It is obvious that Britain must maintain her hold upon that valuable link in the communications of the Empire, the Suez Canal. The duty of guarding that stretch of water is not one that can be delegated to another Power, however friendly. Egypt will realise this in time, it is hoped, though it was certainly believed that she was willing to accept that sine qua non to any treaty between the two peoples. The outlook, however, is not as black as it may be painted. Good sense and the underlying desire on the part of Egypt for the friendship and protection of Britain, two factors which have brought her to her present state of independence, will, we trust, in the end prevail.

CHEUNG CHAU NOTES.

Nothing very much has happened here of late except the weather, which has hindered building operations considerably. Mr. and Mrs. Gargill spent a brief honeymoon here.

A change has been made in the hour of starting the morning ferry, which now leaves here at 7.40 a.m. instead of 6.15.

Miss Law and Miss Chapman, who have been on Cheung Chau for some time, left yesterday for Shanghai, hoping to get through to their station and take up their work again in the interior. Our Own Correspondent.

Re-sealing of probate in respect of the \$59,600 local estate of Mr. J. H. Robertson, who died at the Country Hospital, Shanghai in May of last year, has been granted to Mr. C. H. E. Beavis and Mr. D. W. Black on behalf of the executor, H. J. Robertson.

MR. J. L. McPHERSON.

HONOURED AT FAREWELL DINNER.

Y.M.C.A. SECRETARY.

Among the farewell events in honour of Mr. J. L. McPherson who left for England yesterday, via Canada, was a dinner given by the Board of Directors of the Chinese Y. M. C. A. on Saturday night.

The Vice-President, Dr. Chau Wal-chung, expressed appreciation of the great service given by Mr. McPherson from his arrival in 1905 until the present day. Then the Chinese Y. M. C. A. had no more than a hundred members; now it has more than 2,000. Then it had no property; now it has a men's building and a boys' building, each well-equipped, a recreation ground, and a lot recently purchased in Kowloon, for a branch to be erected next year. Mr. McPherson, he said, had helped to secure all these properties and had consistently aimed to develop Chinese leadership in the organization.

Responding, Mr. McPherson said that his periods of absence had been times of great material progress in the Hong Kong Y.M.C.A. When he had his first furlough in 1911, the student building was erected. He returned just in time for its opening. During his second absence in 1917, the men's building on Bridges-street was put up. That too was opened on his return. In 1923, while he was on leave the construction of the European Y.M.C.A. in Kowloon was carried on and opened after his return. Now during his fourth absence from the Colony he hoped the Kowloon branch would be commenced and be completed next year.

Mr. Wilbur. During this period from 1905 to 1928, Mr. McPherson has been the senior of the honorary secretaries. He was preceded only by Messrs. W. J. Southam and C. C. Rutledge. Later came Messrs. F. M. Mohler, R. F. Rope, F. S. Cuckow, R. L. Moeller, A. E. Dome and J. H. Geldart.

During Mr. McPherson's absence, his place will be taken by Mr. H. A. Wilbur, from Shanghai, who has been sent by the general organization at the request of the local Board of Directors.

In the same period there have been among the Chinese General Secretaries of the organization Dr. T. P. Wu, Mr. Ho Lei-son, Mr. Hoh Shiu-lau, and the present secretary, Mr. Y. H. Tsao. The latter, after leaving Queen's College, did Y. M. C. A. work in Canton and in Yunnanfu. He then continued his studies in Yale University and in Oxford, returning last year to the post which he now occupies.

Annual Campaign. During this week, the annual health campaign of the Y.M.C.A. is in progress. The Bridges-street building is hung with a display of unique health charts, depicting the cause of prevalent diseases. There are nightly lectures in the auditorium by physicians of the Colony. Physical examinations are given daily in the gymnasium and free vaccination is being secured by hand.

This "Health Week" is to be followed toward the end of this month by the campaign for membership and contributions, an annual event that is carried through with enthusiasm by an organization of twelve teams that make the work of the Y.M.C.A. known throughout the Colony.

Mr. McPherson has been assured of a warm welcome on his return at about the end of the year.

TO SAVE NIAGARA.

\$350,000 PLAN TO PRESERVE SCENIC BEAUTIES.

Canada and the United States have joined forces to preserve the scenic beauty of the famous Niagara Falls, which are the joint possession of the two countries.

A special International Board of Engineers recently appointed to investigate the serious situation caused by the erosion of the cliffs, and the drawing off of water has now presented remedial recommendations to the two Governments. The proposed works would cost \$350,000.

The scheme is to distribute water over the Canadian flanks of the Falls which are now bare, and also to ensure a more dependable flow over the American sides. It is anticipated that both Governments will act on the recommendations.

GIRL KNOCKED DOWN.

A rather serious motor accident was reported at the Yau-nai Police Station yesterday. When a China motor bus was proceeding along Nathan-road at about 2.30 p.m., a little Chinese girl suddenly darted out from the pavement near Ching Lok-street and was knocked down by the bus. She was lying on the ground, her head on the front wheel, and her body on the road. She was removed to the Yau-nai Police Station and is now in hospital.

COAL COOLIE.

KILLED WHILE WORKING ON SHIP.

"ACCIDENTAL DEATH."

At the Kowloon Magistracy yesterday there was an echo to an accident which occurred on board the s.s. "Tanda" whilst in port on February 21.

Mr. W. Schofield and a Coroner's jury held an inquiry into the circumstances attending the death of a coal coolie who was killed as the result of a fall into the coal hold.

Evidence given at the inquest was that the dead coolie was working on board the "Tanda" unloading coal at the Kallian Mining Administration's coal yard at Lanchow on the evening of February 21.

He was standing at the top of the No. 2 hold of the ship passing baskets to men in the hold to be filled with coal. Whilst thus engaged, the deceased lost his balance and fell to the bottom of the hold. He hit the bottom head first and sustained a fracture of the skull which caused his death almost instantaneously.

A verdict of "accidental death" was returned by the jury.

CABLE V. WIRELESS.

THE GREAT NEED FOR COMPETITION

EMPIRE PRESS STATEMENT.

"The Empire Press Union regards with deep concern the possibility, now apparent, of cessation of all competition between wireless telegraphy and the cable systems," states a memorandum by the Empire Press Union to the Imperial Wireless and Cable Conference.

The memorandum points out that the knowledge that the average inhabitant of one part of the Empire has of conditions of life and national development in another part is primarily due to the Press, which exercises its influence in face of a relatively small public demand for Empire news and a very high cost of production.

"After years of comparatively slow and costly cable communications (the memorandum proceeds), slow by reason of congestion and out-of-date equipment, the Empire has suddenly acquired a multiplicity of channels, affording much quicker transmission and at the same time lower charges.

"The Empire Press Union has no preference for any particular system of telegraphy, but it is evident that the improvements that have lately occurred in long-distance telegraphy are entirely due to wireless. Before the threat of wireless competition the cables showed practically no sign of development.

"Research and enterprise by the cable administrations should have resulted in the 'loaded' cable and 'regenerator' long before wireless appeared as a serious competitor, and rates could have been gradually reduced in step with increasing traffic; and the present 'glut' of telegraphic facilities would not have happened."

Apart from the traffic they have secured from the cables, it is contended that the wireless services already testify to the soundness of the union's contention that lower rates create new traffic. So far as Press traffic is concerned, the increase due to lower rates is slow, because it is not possible suddenly to increase the consumption of overseas news by newspaper readers. But Press traffic is increasing by reason of the reduced cost of transmission, and would continue to do so at an increasing rate of progress.

The union reiterates its belief that it is essential to retain an effective element of competition between wireless and cable. "During the cables' monopoly," says the memorandum, "there was complete stagnation, and until the Australian 'Beam' opened, a message from London to Australia occupied four to five hours in transit. Now a similar message is often delivered (by the same cable system) in twenty minutes. Competition is the only explanation of this improvement."

HANGING FROM RAILING.

A case of suicide was reported at the No. 2 Police Station, when the body of a Chinese male was removed to the mortuary. The body was found suspended by a piece of raw-hide from the railings on Bowen-road above the reservoir, at 4.30 a.m. yesterday. It was identified as that of a Butterfield and Swire shroff, who resided at No. 6 Wa Lung-street.

The French police arrested an armed robber who wore a steel waistcoat and carried three Mauser pistols and several hundred rounds of ammunition. As a result of this arrest certain authorities are advocating the numbering and registration of all steel waistcoats sold in Shanghai.

'PRAPS-PRAPSONI!

Judge—Have you anything to say, prisoner, before sentence is passed upon you?

Prisoner—No, your lordship, except that it takes very little to please me.

Mrs. Sambo—Sambo—Sambo! Wake up. Sambo—I can't. "Why can't you?" "I ain't asleep."

Prosecuting Attorney—Your honour, the sheriff's bull pup has gone and chewed up the court Bible.

Judge—Well, make the witness kiss the bull pup then. We can't adjourn court for a week to hunt up a new Bible.

"Oh, my! I spilt a whole cup of coffee on my dress."

"Don't worry. I don't like coffee. You can have mine."

Customer—The steak you serve seems smaller than the kind you gave last year.

Waiter—Merely a delusion, sir. We have enlarged the place since last year.

Little Henry—Mother, may I have a nickel for the old man who is outside crying?

Mother—Yes, dear, but what is the old man crying about?

"He's crying, 'Salty peanuts, 5c. a bag.'"

"What did your wife say when you turned in so late last night?"

"Oh, she was half asleep, and thought I was the dog. When she said, 'Is that you, Fido?' for once in my life, I had real presence of mind. I licked her hand."

Bettina had come home from school for good.

"Daddy darling," she said, "now I'm grown up, I know you'll be charmed to buy me a car of my own."

"Yes," replied her father grimly, "I'd have to be charmed."

The Magician—"I would like to buy a landscape," said the visitor to the studio.

"I'm so sorry. I have none now," the artist told him; "but could you call back in half an hour?"

The prisoner, after paying his fine, added explicit information as to his opinion of the judge.

He walked to the door, but was caught and put in the dock again.

The judge, after finding him another two guineas, remarked severely:

"If your language had been more chaste and refined, you would not have been chased and re-fined."

True to Life—Artist: "Yes, that is my latest picture. It's called 'Builders at Work.' Very realistic, don't you think?"

Friend: "But-er-they aren't at work."

Artist: "Yes, that's the realism."

"I told my wife that if she bobbed her hair I would leave her."

"But she bobbed it; and you're still living with her!"

"Yes, you bet I am, I'll show her she can't bluff me."

Young Bragger—My grandfather built the Rocky Mountains.

Unsympathetic Listener—Aw, that's nothing. Do you know the Dead Sea? Well, my grandfather killed it.

Wiggins—Don't worry about getting a heavy sentence on that charge of reckless driving, old man. Didn't you say you met the judge in an informal way?

Higgins—Yes, my car smashed into his when I was driving on the wrong side of the street.

Barber—Getting pretty thin on top, sir. Ever use our Miracle Hair-growth?

The Chair—Oh, no! It wasn't that that did it.

Black—She said on her wedding day that she would go through everything for him.

White—Well, I guess she has. I loaned him a ten spot this morning.

Tory Orator at Faversham: "Fellow electors, we must do something to improve the status quo."

A Voice: "An' what be the status quo, mister?"

Tory Orator: "That's Latin for the mess we're in."

NEW PENSIONERS.

ENGLAND'S 100,000 HAPPY COUPLES.

REPLY TO CRITICS.

"The number of rejected claims for pensions at 65 has been surprisingly small—less than 5 per cent. of the total."

The Right Hon. Neville Chamberlain, Minister of Health, made the above statement in the course of a reply to criticisms of the Administration of the Pensions Act, 1925, under which, on Jan. 2, nearly half a million people between 66 and 70 years of age became entitled to an old age pension of 10s. a week.

It was not true, he said, that all benefits under the Health Insurance scheme were now to end at 65. Insured people over 65 years of age would still be entitled to medical benefit and the important additional treatment benefits. The benefits which ceased at 65 were cash benefits. The payment of contributions came to an end at the same time. If cash benefits had not been made to end at 65 it would have been necessary to increase the rates of contribution by 2d. a week for every insured man and 1d. a week for every insured woman, and the total additional charge would have been about £4,000,000 a year. The pension benefits which the new Act gives are worth three and a half times the cancelled unemployment, sickness, and disablement benefits.

With regard to a point that has been made that in individual cases a man might lose his unemployment benefit and receive in exchange a smaller pension, Mr. Chamberlain said: "Normally the substitution of an old age pension for sickness or disablement benefit would be of substantial advantage to the insured person. There is no allowance for wives under the Health Insurance scheme, and the elderly workman with a poor employment record is probably entitled only to 8s. or 10s. in the way of sickness benefit, which is reduced by half after twenty-six weeks of illness. These benefits are only payable during the total capacity for work. What the pension may mean is shown in the case of a married couple both of whom are over the age of 35. A pension of 10s. a week is payable to each of them, and the Act is already providing £1 a week for 100,000 such couples.

Another attack on the Pensions Act is that it does not grant a pension to anyone who is already in receipt of a service dependent's pension. According to the Minister of Health, this is not the case. "There is nothing in the Pensions Act to prevent an old age or widow's pension being given to someone who is already receiving a 'need' pension; but the award of a pension under the new Act may have to be taken into account in assessing the continuance of the pension's need. It is a fact that in some cases the new Act prevents a duplication of pension where an insured person has already been granted an equivalent or larger service dependent's pension. But this does not apply to the father or mother of a man who died as a result of the war. In such a case double pensions may be paid."

"The Act has been criticised because in many cases it has enabled guardians to reduce relief, and has thus lifted a substantial burden from the payer of poor rates," Mr. Chamberlain said. "That was the intention of the Act, the Government's view being that for cases of what may be called 'natural' need, such as old age, the necessary State provision should be made, if possible, and as far as possible, as of right, and not by way of charity, or in such a way as to involve the stigma of pauperism."

ARE LADIES WOMEN?

MR. JUSTICE HORRIDGE WONDERS.

What is the difference between a woman and a lady?

This conundrum was raised by Mr. Justice Horridge in the King's Bench Division during the hearing of a case in which Mr. Cartwright Sharp, for the defendants, referred to shop assistants in a hairdressing establishment as women.

"The word woman is scarcely used in this court now," commented Mr. Justice Horridge. "They are lady-clerks, lady-charwomen, lady scavengers, and lady everything else." (Laughter.)

Mr. Cartwright Sharp said he preferred the old fashioned term to the use of the word ladies.

Mr. Justice Horridge: So do I, but I am beginning to wonder whether ladies are women. (Laughter.)

FLYING BOATS.

THEIR ARRIVAL OVER SINGAPORE.

GOVERNOR'S TRIP.

Singapore, March 1.

Singapore has been fortunate enough to lie on the route of several flights which will take their place in the history of aviation, but it has never been more strikingly reminded of the development of the modern aeroplane than when the four Southampton-Napier flying boats of the Royal Air Force Far East flight appeared over the city yesterday afternoon.

Fifty feet long, with a wing span of seventy-five feet, a maximum speed of 108 miles, weighing seven tons, and carrying two officers and two airmen in addition to their passengers, the four machines were watched with intense interest as they made a half-circle over Singapore at about 4.45 yesterday afternoon, and then headed for Seletar. Here they were welcomed by several hundred Singaporeans who had motored across the island to the Royal Air Force base, and it was well worth the journey to get a close view of the great machines, flying in perfect formation, with their twin engines roaring and their beautifully modelled hulls and fish-like tails outlined against the sky.

Reception at Air Base.

The flying boats alighted one after the other on the Johore Straits, opposite the air base, and tied up to their buoys. A launch then went out and brought ashore H.E. Sir Hugh Clifford, Dr. R. O. Winstedt, and His Excellency's staff, comprising Lieut. Hiddings and Mr. W. F. N. Churchill, who had come down in the flying boats from Port Swettenham.

His Excellency, who was comfortably dressed in open shirt and shorts, was met on the pier by Lady Clifford, Sir Hayes Marriott and Lady Marriott, and a group of naval and military officers, and he was accompanied by Group-Captain Cave-Brown-Cave, who is in charge of the flight. His Excellency drove away immediately, but Group-Captain Cave-Brown-Cave remained behind for some time to discuss arrangements, and then left for Government House, where he will be the guest of Sir Hugh and Lady Clifford.

It was raining slightly when the flying boats arrived, just after 5 o'clock, but it was learnt that the fliers had missed the very heavy thunderstorm which had been lowering on the Johore side of the Straits. The machines left the sultry, mangrove-fringed stretches of the river at Port Swettenham at 2.45 in fine weather, and they flew at an average speed of eighty to ninety miles an hour all the way, keeping at a level of about a thousand feet. They followed the coast nearly all the way, and were favoured with fine weather until they were near Singapore, when they made a detour to avoid the storm.

Boats to be Overhauled.

Over Malacca they came low and new along the seafloor, creating great interest among the inhabitants, and enjoying a fine view of the town and surroundings. Dr. Winstedt told newspaper men that the journey was a most enjoyable and interesting experience. The machines were extremely comfortable, and the coolness of the temperature, even at a thousand feet up, was remarkable.

The flying boats remained at their buoys last night, and to-day they will be hauled up the slipway for examination and overhaul. It may not be generally realised that these machines are flying boats in the literal sense. They have no floats, and their hulls rest in the water, special chassis with huge tired wheels being fitted to tow them up the slipway. They have not had a thorough overhaul since they were at Karachi, and they will now be handed over to the base party of the Far East flight, which is under the command of Flight-Lieutenant Freeman, and consists of three officers and 23 airmen. A fifth flying-boat of the same type was to be seen in a shed near the slipway, in a partially dismantled condition, and the beautiful lines of its hull were greatly admired.

Flight Commander Interviewed.

Interviewed by Press representatives, Group-Captain Cave-Brown-Cave said that the flight so far had been very successful, and had clearly demonstrated the reliability of the flying-boats, no trouble having been experienced with engines or hulls. The most difficult part of the flight had been from Alexandria to Bagdad, where strong headwinds were experienced. The flight was purely a service effort, and had no significance regarding the commencement of civil air routes to the East except that they were reporting upon the seaplane bases along their route.

They expected to stay at Seletar until the middle of May. They would then go on to Australia, where they would fly around the Australian coast, and afterwards return to Singapore in September, after which they would make a flight to Hong Kong. This type of flying-boat dated from 1925, but it was fitted with a new type of hull constructed of aluminium, covered with zinc to prevent rusting, and so far it had stood the test very well. Asked if they were hot in tropical latitudes, Group-Captain Cave-Brown-Cave said that they were no worse than a bungalow ashore, and were quite pleasant when there was a breeze. He thought seaplane conditions in Malaya were very good.

Two of the machines are carrying wireless operators, and they are each fitted with three standard gumpits, although the guns have been removed in accordance with custom, since the machines have been flying over foreign countries.

Details of the Flight.

The four boats are under the command of Group-Captain H. M. Cave-Brown-Cave, D.S.O., D.F.C., with Squadron Leader G. E. Livock, D.F.C., second in command. There are six pilots in the flight besides mechanics, riggers, and wireless operators. The pilots are flight Lieutenants P. E. Maitland, A.F.C., D. V. Carnegie, A.F.C., C. G. Wigglesworth, A.F.C., and H. G. Sawyer, A.F.C., and Flying Officers S. D. Scott and G. E. Nicholls. The other officers are Flight Lieutenants S. T. Freeman and Flying Officers L. Horwood and B. Cheesman.

The flying boats proceeded from Plymouth to the French seaplane station at Hourtin, near Bordeaux, and then flew overland to the Mediterranean seaplane station at Berre, thence following the coastline of Italy. They called at Naples and Brindisi, at Suda Bay and Alexandretta, and then flew across the 150 miles of desert to the Euphrates.

From the Persian Gulf the route lay over water, for after Karachi the squadron undertook the first cruise yet made of the coast of India, calling at Colombo, Ceylon, and then at Calcutta. Afterwards they proceeded by Akyab to Rangoon and Singapore.

From here they will fly via East Indian islands to the northern coast of Australia. They will cruise round the Australian coast to Fremantle, Melbourne, and Port Darwin, and back to Singapore. They will remain at Singapore for three or four months. Afterwards they will make a further cruise in Eastern waters lasting up to January, 1929.

Types on Trial.

These flying boats have metal hulls which, besides saving weight, have the advantage of avoiding soukage, a drawback in flying boats with wooden hulls. They moreover, give more room for the crew. Two Southampton flying boats ordered for the Commonwealth Government are of the wooden hull type, and in fact both types are on their trial. Each has advantages and disadvantages. Thus in hot climates the metal hull will probably be uncomfortable, but hot, and special measures may be necessary to overcome this. The metal hull Southampton with its two Napier engines weighs, all on, 20,000 lbs., and has a range (at cruising speed of eighty-five miles per hour) of 2,500 miles.

After they left England the boats were independent of shore help except that needed for mooring and refuelling. Outside the Mediterranean there are no seaplane bases, although at various points on the route there are R.A.F. stations. The boats are fitted with collapsible bunks for the crews, and with cooking apparatus, and they carry an equipment of spares. Extra tanks have been fitted in view of the long stages which have to be flown.

Cooking on Board.

Each of the four crews, two officers and two airmen, previously made the experiment at Falmouth of living on board for two or three days, cooking their meals and sleeping as they might have to do on the cruise. When called upon to remain aloft for long periods an auxiliary aerial can be set up, so that communication can be maintained with the outside world and entertainment may be enjoyed. The big flying boats are remarkably steady and comfortable in flight; but when aloft in rough water, the experience is trying even to a good sailor.

Long cruises by flying boats are now part of the routine training of the Royal Air Force, and other cruises similar to that now in progress are said to be contemplated. The boats now at Seletar left Plymouth in the middle of October, and their present schedule covers a distance of 25,000 miles.

CINEMA NOTES.

"DRUSILLA WITH A MILLION" TO-DAY.

COMEDY AND PATHOS.

Adapted from the novel of Elizabeth Cooper, one of the most popular and widely read "best sellers" of recent years, "Drusilla with a Million" comes to the screen under the direction of F. Harmon Weight with an excellent cast headed by Mary Carr, Kenneth Harlan and Priscilla Bonner. Nothing of the charm and flavour of the story has been lost, and the film is unquestionably one of the most delightful tales seen here lately. Dealing as it does with the lives of the little old lady "charity" inmate of a home, a girl-kitchen slave, a rich, young man who is disinherited and a fortune left to the little old lady, "Drusilla" mingles comedy and pathos in a skilful manner that brings tears and laughter. "Drusilla with a Million" comes to the World Theatre to-day and should prove a thoroughly refreshing attraction there until Saturday.

"THE LITTLE IRISH GIRL."

Dolores Costello takes the part of an innocent girl who is used as a bait for easy money by a gang of crooks, who are bent upon swindling a country hotel proprietress out of her property, in her latest picture "The Little Irish Girl" which comes to the Star Theatre to-day, where it will be shown until Saturday. Miss Costello first came before the public in "The Sea Beast" and later starred in "The Mannequin" and "Bride of the Storm." She is now the heroine of "The Little Irish Girl" which has been adapted from "The Grifters," a popular story by C. D. Lancaster. The supporting cast includes John Harrison as the "Country Johnnie," Matthew Betz as the chief of the "Grifters," Dot Farley, Lee Moran, Gertrude Claire, Joseph Dowling and Henry Barrows.

"THE DEMI BRIDE."

Quite one of the best farces for some time is "The Demi Bride," with Norma Shearer, which, according to a special advertisement elsewhere in this issue, comes to the Queen's Theatre on Sunday. "The Demi Bride" is Norma Shearer's first attempt at farce and is a decided success, thus proving that this beautiful, young screen player has a remarkably wide range of acting ability. In this, her latest picture, Norma Shearer takes the role of an unsophisticated French girl whose innocence and self confidence give her victory in love over her many rivals. Throughout the picture she is a naive and almost childlike girl and her interpretation of this character marks "The Demi Bride" as her best picture to date. Lew Cody, who is best known for his work in whimsical comedy plays opposite Miss Shearer and is excellent as the blase young aristocrat who succumbs to the charms of the little French girl. Other members of the excellent cast include Carmel Myers and Dorothy Sebastian. The picture was directed by Robert Leonard.

VOLGA REPUBLIC.

DISPUTE WITH SOVIET.

Riga.—According to a communication from Moscow, the Bolshevik mandarins are greatly alarmed at the separatist activity of the Government of the Autonomous Soviet German Republic situated on the Volga.

It is stated that the President of the People's Commissars of this Republic recently paid a visit to Berlin, where he solicited—and evidently not without good result—credits and goods for his Republic.

The Central Government at Moscow has up to the present regarded with complacency the establishment of relations between Berlin and this German Soviet Republic, but it has evidently altered its views on the dealings between Soviet Germans and the Berlin "bourgeois" political circles, for whereas, by order of the Soviet Government, the elections for Soviets throughout Russia had been adjourned until the autumn, this German Republic on the Volga is to have new elections very soon.

A further conflict between the U.S.S.R. Government and this German Republic has arisen lately out of the failure of the Republic to consent to provide corn for the necessities of the Union. The Central Government has sent a special commission to the German Republic for the investigation of the spot of every case of separatist tendencies on the part of the Government of the German Republic.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Circus."

To-day—Musical at Helena May Institute.

To-day—Dance, Cheer 'O Y.M.C.A., at 7.30 p.m.

To-day—World Theatre; "Drusilla With A Million."

To-day—Star Theatre; "The Little Irish Girl."

March 9—Sing-Song, Cheer 'O Y.M.C.A., at 7.30 p.m.

March 10—Concert, Cheer 'O Y.M.C.A., at 7.30 p.m.

March 11—Music, Cheer 'O Y.M.C.A., at 7.30 p.m.

March 11-12—World Theatre; "The Small Bachelor."

March 11-12—Star Theatre; "The Tumbling River."

March 11-13—Queen's Theatre; "The Demi Bride."

March 14—Queen's Theatre; "Two Arabian Knights."

March 13-14—World Theatre; "Stella Dallas."

March 13-14—Star Theatre; "The Unholy Three."

March 15-17—Queen's Theatre; "My Best Girl."

March 15-17—World Theatre; "The Understanding Heart."

March 15-17—Star Theatre; "The Sap."

Sports.

March 10—Thirty-ninth Boxing tournament of the H.K. Boxing Assn. Lee Theatre, 9.15 p.m.

March 17—Extra race meeting of the Hong Kong Jockey Club, Race Course, Happy Valley.

March 20—R. H. K. Golf Club (Ladies' Section) bogey competition, New Course, Fanling.

Lammerts' Auctions.

March 9—At Sales Room, Duddell St., valuable office and household furniture, etc., etc., 2.30 p.m.

March 10—Goods and Chattels of Mrs. F. K. Cameron of No. 13 Queen's-road Ctl., 10 a.m.

March 14—At 465, The Peak, Barker Rd., valuable household furniture, 2.45 p.m.

March 15—At Sales Room, Duddell St., a valuable collection of curios, 2.30 p.m.

Meetings.

March 10—Thirty-second yearly meeting of shareholders in the Dairy Farm Ice & Cold Storage Co., Ltd., 2, Lower Albert Road, noon.

March 16—Thirty-ninth general meeting of the H.K. Electric & Co., Ltd., Company's offices, P. & O. Bldg., noon.

March 20—Yearly meeting of the Hong Kong & Whampoa Dock Co., Ltd., 2, Queen's Bldgs., noon.

March 21—Thirty-ninth annual meeting of Green Island Cement Co., Ltd., at St. George's Bldg., Chater Rd., noon.

March 26—Fifty-ninth general meeting of Shareholders of the H.K. Fire Insurance Co., Ltd., at Messrs. Jardine, Matheson's offices, noon.

Miscellaneous.

To-day—Flying Squad's Weekly Instructional Patrol at Central Police Station Compound, 5.15 p.m.

To-day—Mrs. Ralphs distributes prizes at the Central British School, Kowloon, 8.30 p.m.

March 10—Next Tournament of the H.K. Boxing Assn.; Lee Theatre, Percival Street, East Point.

March 11—Sixth extra race meeting of Macao Race Club.

March 14—Ninth bi-annual race for ship's life boats ("Trevesa" Trophy) starting at 4 p.m.

March 17—Annual prize distribution at St. Joseph's College, by Mrs. E. Ralphs.

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TO A SEAGULL ...
D1566 DAPHNE ...
MY BIRD OF APRIL DAYS ...
D1528 RED RED ROSE ... Dora Labette
COME UNTO THESE YELLOW SANDS ...
D1541 OFF TO PHILADELPHIA ... Norman Allan
A WEST COUNTRY COURTING ...
D1505 I AM A ROAMER ...
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LOCAL AND GENERAL SOCIAL AND PERSONAL

The Rev. H. W. G. Ainscott has been appointed Chaplain to H.M.S. "Titanic."

Recovered from Mimms Wash, South Mimms, a body is believed to be that of a Japanese named Tugimoto, of Elgin-avenue, Paddington.

Conditions of the Lewis Berger Scholarship of £60, in the Royal Society for the Encouragement of Arts, Manufactures and Commerce, London, have been announced.

An advertiser in "The Times" wants photographs of Russian torpedo boat destroyers that were actually engaged in the Port Arthur and Vladivostok operations during the Russo-Japanese war.

Mr. and Mrs. T. Pruckmair were on the "President McKinley" when she sailed from Hong Kong yesterday. They are going to Europe via Seattle. Mr. Pruckmair is an engineer with Messrs. Lindetevs & Co., of Batavia, Java.

Mr. Bugg and Mr. and Mrs. Hercombe left Calcutta on Jan. 6 in a ship's lifeboat, 30 ft. long, in an attempt to reach Australia. They go via Penang, Singapore, and Java, and hope to complete the journey within two months.

Nine women of Rathfriland, County Down, Ireland, have, by a decision in the Supreme Court in the United States, been declared heiresses to one-third of the £100,000 fortune left by Mr. Jefferson Foyle, of Rathfriland, who died at Farmer City, Illinois.

Mr. Percy Fowler has returned to Shanghai from Hong Kong.

Teachers of Siamese and of Tibetan are required for the School of Oriental Studies (University of London).



William T. Cosgrave, President of the Irish Free State. This picture was taken during his visit to the United States.

Among the passengers on the "President McKinley" when she sailed from Hong Kong yesterday for Shanghai were Brig-Gen. C. Rudkin, D.S.O., and Mrs. Diana W. Rudkin.



Secretary of Commerce, Herbert Hoover, one of the strongest candidates in the Republican field for the presidential nomination on the Republican ticket.

The Russian newspaper "Echo" carries a report to the effect that five German advisers have been engaged by General Chiang Kai-shek and attached to army headquarters with extensive powers.

The man found mutilated on the Charing Cross Railway Bridge on January 3 has been identified as Robert Raymond Pettigrew, aged 25, returned recently from service in China, where he was a bandman in the Border Regiment.

In 1910, writes "Saepius," I bought a watch at Weltevreden, Java. The first time it wanted attention was in 1926, when I took it into a shop in Holborn and was served by the same assistant who had sold me the watch in Java 16 years earlier.

Owing to the engineer work proceeding in Clayton Tunnel, near Brighton, some of the Southern Railway evening trains are being diverted by way of Lewes, following which through trains will arrive at Brighton and London about 15 minutes late.

Mr. H. E. Riggs is the latest of the many who, after retiring from China, "for good," has heard the return call of the East, and once again is in Shanghai, looking very fit after his stay at Home. It was interesting to hear his opinion that broadcasting now is one of the most useful things at Home. Everybody, he says, goes in for it, and it does a great deal of good. For instance, the newspapers of late have been giving very little information about the China situation, but the reports are to be heard every day on the broadcast.

Gen. Chiang Kai-shek has sent a telegram to merchants, saying that he is in urgent need of funds to carry on the anti-Northern expedition and it is necessary they should subscribe at once and to the best of their ability to the special Customs surtax bonds.

Among the chief acquisitions made by the Trustee of the British Museum recently and approved by the Standing Committee is a gift from Mr. H. J. Oppenheim of a specimen of Chinese pottery of the Han Dynasty, representing a watchdog with open jaws and up-lifted head, as if barking. A large Japanese colour print in three sections, representing a boating party, by Choki, has been given by Mr. C. S. Gullbenkian. Another print, "Boating at Night," by Shunzan, and a number of Japanese illustrated books have been presented by Sir Herbert Thompson.

Lloyd's underwriters recently issued a policy to cover the risk of capture by pirates or brigands in the case of a military officer and his wife about to visit China. The insurance is for a substantial amount, and the policy provides that, if either of the assured persons is captured, the underwriters will pay whatever ransom is arranged up to the limit of the policy. No restrictions are imposed except that no ransom will be paid if capture takes place above Hankow. If a claim is made, however, the assured persons agree to subrogate their rights of recovery to the underwriters, who would then have a claim against the Chinese authorities in respect of the loss they had suffered. It is said that the rate of this insurance is moderate, but the market

Congratulations to Billy Tingle, the Shanghai boxing instructor, on the birth of a daughter.

Sir Harry Lauder has given the Lord Provost of Edinburgh £1,350 for three Lady Lauder Pensions for aged poor.

About 90 square feet of fifteenth-century oak panelling was discovered when the walls of a room in a house in High Baxter-street, Bury St. Edmunds, were stripped.

Calcutta, March 8.—The East Indian railway authorities have decided to close down the Lillmoah workshops as the staff is not working. Fourteen thousand are involved.—Reuter.

London, March 7.—Major-General Sir John Duncan has arrived in London and will take over the command of the First Division. In an interview he paid a tribute to the good behaviour and loyalty of the Shanghai Defence Force.—Reuter.

The council of the Royal Sanitary Institute has appointed a special committee to ascertain in what direction research in connection with the purification of sewage is most needed, and what agencies are available for conducting, encouraging, and co-ordinating it.

The President of the Amsterdam Chamber of Commerce in his review of the year says: With the exception of Canton, one might say that the position in China is somewhat quieter than a year ago. In the now very faintly nationalistic movements, however, it is difficult to discern any attempt at forming a stable or progressive Government.

In connection with the researches into the properties and structure of wood carried on by the Imperial Forestry Institute at Oxford during the past year it is noted that Prof. Kanehira of Japan sent 54 specimens to the type collection. Malaya was represented at the various studies, and of the post graduate probationers one was destined for Malaya.

A monument in commemoration of 100,000 Mongolian invaders who lost their lives through their attempted invasion of Japan 650 years ago, which was under erection on the Shiga Island, Hakata Bay, where the invaders were repelled has been completed. The unveiling ceremony is set for May 7 at which a Mongolian monarch and many Mongolian Lamas are expected to attend.

There are apparently high times in Nanking these days according to reports received from that centre. It is stated that the hotels, sing-song houses, theatres and restaurants are crowded to capacity day and night and among the patrons Chinese officials are predominant. Luxuries and even necessities are being taxed to the uttermost by the Government but the populace appear satisfied and very few complaints are heard.

Russian press reports state that there is little likelihood of General Chang Tsung-chang being able to re-organise his Russian White Forces which were disbanded some time ago. There is dissatisfaction among the ranks and a split is said to have occurred owing to the fact that too many officers have been on the staff thus reducing the amount of money for disbursement among the troops. There is also opposition to General Merkuloff and it is reported that many soldiers of the former Russian detachment will not re-enlist so long as this officer is in command.

Charlie Chaplin, star of "The Circus," the big comedy now showing at the Queen's Theatre says that a comedian should never do the entirely impossible thing, the thing that could not happen. The world's foremost comedian believes there must be an element or reasonableness even in farce. Charlie goes even further than that and says a comedian fails if he is merely funny and there is no deeper meaning behind his humour. Charlie has carefully followed these principles in making "The Circus," and as a result that film is not only a delicious comedy but is also a very human picture.

With the arrival in Formosa of members of the crew of the s.s. "Kinko Maru" which was previously reported to have been run ashore by pirates near Foochow and then completely looted, it has been established that the vessel ran ashore in the fog and that the crew made for the shore, subsequently owing to the great influx of water. The "Kinko Maru" was then boarded by pirates who came from various craft. On the arrival on the scene of Japanese warships, fire was opened and the pirates driven away, not before the vessel had been stripped of everything of value. The crew were discovered some distance away in a junk and

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Marshal Li Chai-sum's official visit to H.E. the Governor of Hong Kong has been briefly described in cables broadcast to all parts of the world. As the chairman of the Chinese Chamber of Commerce stated, a precedent was established by the invitation to Madame Li Chai-sum to reside at Government House as a guest.

Full reports are now eagerly awaited by all those who have any interest in or connection with the Far East. Business men will be highly pleased to read the expert translations in the "Overland China Mail" of Marshal Li's pronouncements on vitally important subjects. Other friends will like the social side of the reports.

Interest will be sustained as Sir Cecil Clementi is visiting Canton. Make sure you get the "Overland." If you want to tell people what occurred—and how many are those who write who were actually present at one function or another—send them a copy. It will obviate the necessity of laborious work in writing descriptions.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

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"THE OVERLAND CHINA MAIL"

Sport Columns

HOME SOCCER.

ENGLISH AND SCOTTISH RESULTS.

League, Division I.
Arsenal 6, Liverpool 3.
Birmingham 1, Wednesday 0.
Manchester United 0, Huddersfield 0.

Northern Section.
New Brighton 0, Wrexham 0.
Scottish League.
Partick 2, Kilmarnock 0.
Airdrieonians 3, Dunfermline 1.
Motherwell 2, Dundee 2.
Hearts 0, Rangers 0.
Cowdendeth 3, Hibernian 1.
—Reuter.

SHIELD SOCCER.

POLICE DEFEAT ROYAL ARTILLERY.

In the H.K.F.C. Challenge Shield, semi-final contest, played yesterday on the Kowloon F.C. ground, the Hong Kong police met the R.A., and defeated the soldiers in a keen game by 3 goals to 1. The police pressed most of the first half, and were rewarded with a goal through McGreavy. The second half opened with the R.A. attacking, Hill opening their score with a cross shot, thus leveling the score. Both sides pressed hotly, with the Police slightly the more aggressive, when McGreavy scored from a rebound. Before the end he again found the net, giving the Police a 3 to 1 victory.

LOCAL SOCCER.

KOWLOON TEAMS FOR SATURDAY.

The following teams have been selected to play for the Kowloon Football Club in their matches on Saturday, March 10:—
v. Hong Kong Football Club—at Sookumpoo—Kick-off 4.15 p.m.—Angus; Wheeler, Dodson; Hedley, Sims, McKelvie; Duncan, Kernick, Northey, Muir, Miles.
Reserves: Reed, Vickers.
2nd XI. v. St. Joseph's on St. Joseph's ground—Kick-off 3 p.m.—Wood; Guest, Clarke; Roberts, Bliss, Dunnett; Pile, May, Coates, Tiernan, Blacklock.
Reserve: Eastman.

HOME RUGBY.

Union Results.

London, Feb. 18.
The following were the results of some of the principal matches played under Rugby Union rules today:—
Gloucester 26, Old Blues 5.
Old Merchant Taylors 11, St. Bart's Hospital 6.
Heriotians 23, Edinburgh Acad. 3.
Edinburgh U. 3, West of Scotland 7.
Stewartonians 12, Edinburgh Wanderers 0.
Watsonians 6, Glasgow Acad. 9.
Royal High School 9, Glasgow University 5.
Neath 23, Bridgend 5.

Rugby League Matches.

London, Feb. 18.
The following were the results of matches played under Northern Rugby Union rules today:—
Barrow 0, Swinton 11.
Batley 16, Bramley 4.
Bradford 19, Hull Kingston 0.
Broughton 0, Leigh 7.
Castle 11, Halifax 3.
Hull 15, Wakefield 0.
Keighley 7, York 0.
Leeds 10, St. Helen's Rec. 7.
Rochdale 4, Dewsbury 5.
Salford 7, Featherstone 11.
St. Helen's 13, Oldham 14.
Warrington 11, Hunslet 10.
Widnes 18, Huddersfield 0.
Present Positions of the Countries.

The following table shows the present position of the countries in the international rugby tournament:

	P.	W.	L.	D.	F.	A.	Pts.
England	3	3	0	0	35	22	6
Ireland	3	2	1	0	31	20	4
Scotland	3	1	2	0	20	32	2
France	3	0	3	0	22	45	0

Because five policemen members of the Aberaman R.A.C. had been vaccinated as a precaution against small-pox, the Aberaman v. Ynybbwl match had to be postponed.

The balance-sheet of the Worcester County Cricket Club shows a loss on the season of £312, but towards this sum £418 has been received from the guarantors. The club has been re-elected for 1928, less than in the previous season.

S. AFRICAN TOUR.

LARWOOD MAIN HOPE AGAINST AUSTRALIA.

London.—After making allowance for all excuses, the fact remains that English cricket has failed again, says the "Daily Mail" cricket correspondent, chiefly because batsmen do not know how to play fast bowling. "Certainly the selectors have not regarded South African cricket seriously and have not attempted to collect a representative team but England's batting is disquieting. If South Africa is able to do this, heaven help us in Australia. "Happily there is still time for younger players to discover that length and spin bowling pays best and also that the way to play fast bowling is to go forward. "If Larwood's knee recovers, England will commence their tour in Australia with a tremendous asset. Australia does not possess a pair of bowlers equal to Tate and Larwood."

Deane a Great Captain.

London.—The "Daily News" states that South Africa's victory in the last Test is truly magnificent especially after their earlier defeats. The honours, technically, remain easy but really belong to South Africa. Deane's enterprising leadership proves him a great captain.

Nevertheless, at the risk of being accounted squealers it must be pointed out that Stanyforth's team does not represent the cream of English cricket. Probably 3, at most, will be called on to represent England against our deadliest rivals overseas. Perhaps the selectors regarded the tour as a preliminary to the next tour to Australia but they cannot have derived much information.

SPORT RECORDS.

HOW MANY DO PEOPLE REMEMBER.

Records are interesting things, but there are very few people who could rattle off the right figures on the spur of the moment. And it is mighty thrilling, too, to see a record smashed up.

My good fortune (says Capt. F. A. M. Webster) has taken me to many corners of the earth and I have seen most of the modern athletic records established. I well remember one wet afternoon in the Stadium outside Antwerp just after the war. The Olympic Games were in progress and the Americans were certainly showing us how to pole vault. The day was so bad that the athletes had to keep their poles wrapped up in towels and the run-way had to be rolled before each man made his attempt. That day Frank Foss, U.S.A., carried the record up to a height of 13 ft. 5.9/16ths inches. He did it with a trick he had of balancing with one hand only on the pole for a fraction of a second before the final release.

Carried An Umbrella.

Two years later in Copenhagen, Denmark, I saw the tall, thin young Norwegian, Charles Hoff, upset the figures established by Foss. Again it was a pouring wet day. Hoff came out to compete clad in a dressing gown, a mackintosh and carrying an umbrella. He stripped out for each attempt and failed twice at every height up to 13 ft., getting over only at the third attempt. The bar was finally raised to 13 ft. 6 1/4 ins. and he sailed over it like a bird at the very first shot. In 1923, at Gothenburg, Sweden, I saw this wonderful athlete again break record; this time he went up to 13 ft. 9 1/16ths ins. Finally, at Abo, in Finland, he cleared 13 ft. 11.13/16ths ins.

From America, we learn, that 14 ft. has been accomplished by Sabin W. Carr. In England our school boys are not taught athletics as well as they are in America, but we have our future champions.

Newcastle United have secured the transfer from Third Lanark of John McCurley, an inside left, aged 21.

E. G. Taylor (Loretto and Trinity), the Scottish international, has been elected captain of the Oxford Rugby team for the coming year, and J. P. Mallalieu (Cheltenham and Trinity) has been elected secretary.

The Welsh quelling board, who report a balance in hand on last season, have agreed to the creation of an Aberdare Valley League, with 10 clubs, and it was reported at the annual meeting that other clubs were organising.

HOUND RACING.

ITS EFFECT ON THE TURF.

"TOTE" AND THE DOGS.

Racing people are not likely to grieve that no reference to dog racing is being made in the private Bill which is to be introduced into Parliament in the coming session with the object of legalising the totalisator, says the "Observer." While there is not much fear that the increasing popularity of greyhound racing will shake the secure foundations of the Turf, it is felt that the craze for this form of amusement may damage racing in other directions. For example, the amount of gambling which goes on at the greyhound tracks on the part of those who can ill afford to lose their money is likely to endanger the interests of the Turf by arousing public prejudice against betting in any shape or form. It would be deplorable if such an agitation were to occur just at the time when those who are interested in the welfare of the Turf are anxious that the Totalisator Bill should enjoy a smooth passage through Parliament.

A report which has reached me on greyhound racing in the United States states that in places where it has been carried on to excess the results have been demoralising to the surrounding districts. In Crete and Collinsville, two small towns adjacent to Chicago and St. Louis, many of the inhabitants, it is said, were impoverished to a great extent owing to constant attendance at the dog racing tracks which were open nightly in and near Chicago over a period of ninety days. Horse-racing in this particular part of America was seriously affected by the dog meetings in the vicinity. Again, in Miami, last winter so many dog tracks were opened that the matter became a public scandal, with the result that this year both the dog tracks and the race-courses in the State of Florida have been closed down and racing of any sort is allowed. Many people who have studied the subject in this country are firmly of the opinion that if some check is not placed upon the growth of greyhound racing it may have serious effects on the English turf.

FRENCH RACES WITHOUT HARES.

The branding of greyhounds with small indelible numbers after the manner of cattle is proposed by the controlling body which will superintend greyhound racing in France, when authority to hold greyhound meetings, with pari-mutuel betting is voted by the Senate.

Several meetings without betting and without the electric hare have already been held in France, and others are planned to take place before betting is authorised, and several hundred dogs have been imported from England and Ireland in view of the projected meetings as soon as proper tracks with electric hares have been constructed.

The French greyhound authorities have drawn up rules of greyhound racing which have been approved by the Minister of Agriculture, and which will have to be followed in the same way as the owners and trainers of racehorses are compelled to conform to the rules of racing.

Substitution. Substitution of racehorses is by no means unknown on the Continent, and to prevent any possibility of such a practice being resorted to with greyhounds, which is said to be much easier than in the case of horses, it is proposed that every dog should have its individual number, and that he should be entered in all races by his number as well as by his name.

The matter of branding racing greyhounds is to be brought up at the next meeting of the French Control Board. Some members who are partisans of racing the Barbary greyhound, object to the proposal to brand the dog's number inside the ear, and advocate the tattooing of the animal inside the thigh.

SHARK FISHING.

POSSIBILITIES OF NEW INDUSTRY.

MALAYA EXPERIMENTS.

Singapore, March 1.

The commercial possibilities of shark-fishing on a large scale have been exploited since the war in American and Australian waters, but the scheme which Mr. J. A. Taylor, who arrived at Singapore by the "Minderoo" during the week-end, has in view will be the first of its kind in the tropics.

Mr. Taylor, who is not a stranger to Malaya, having spent four years planting at Kajang, after the war before he took up the novel and exciting occupation of shark-fishing, told a "Straits Times" representative that until recently he had been connected with an enterprise of this description operated by a London company at Carnarvon, Western Australia. They used three open motor-boats, employed over thirty men, and had a considerable shore plant. The catches were satisfactory, and most of the products of the industry found a ready sale, but climatic and labour conditions—the minimum wage paid to any employee was £4 10s. a week—militated against the success of the undertaking.

The figures of catches supplied by Mr. Taylor were astonishing. Between March and October of last year the company caught 3,022 sharks, 59 rays, 364 turtles, 79 dugongs (sea-pigs), and 50 porpoises. The biggest shark caught weighed over a ton, and measured seventeen and a half feet in length and eleven feet two inches in girth. The average weight of the sharks caught was about 200 pounds, which represented a length of about five or six feet. The liver of the monster referred to above yielded fifty gallons of oil. The record in stings was a specimen measuring fifteen feet from wing to wing.

Methods Used. The methods used in shark-fishing were to set nets, Mr. Taylor explained. These were not made of wire, as people generally assumed, but of cotton twine, and were from eighty to a hundred yards long. From various observations it was possible to find out the likely tracks followed by the sharks, and the nets were left at night. At daybreak the motor-boats went out, and the catch was collected. Usually the sharks were brought up dead, having been drowned in the nets, but when they were alive they were dispatched with a blow with a pick-handle on the top of the head. The brain of a shark was very near the surface, Mr. Taylor explained, and if struck in the right place they were not nearly as tenacious of life as was sometimes supposed. Line-fishing was also used, and it was found that nearly all the very big sharks were caught by that method.

Products of the Industry.

Over twenty species of sharks were found in Australian waters, including the ferocious-looking "grey-nurse" and tiger sharks, and the boats usually brought back a very mixed and interesting catch. A fascinating collection of photographs which Mr. Taylor showed to our representative showed ray trucks loaded with different species of sharks, porpoises, saw-fish, rays, turtles, sea-pigs, and other denizens of the ocean depths. On arrival at the factory the sharks were skinned and the hides salted for despatch to the tannery in London, where they were converted into durable leather of attractive appearance. The livers were boiled down and the oil extracted, the refined oil being used for medicinal purposes and the unrefined for tanning and kindred purposes. The sun-dried fins and shark's flesh were sent up to Java and China, and found a ready market, the white fins obtained from certain species of sharks, saw-fish, and other large fish fetching as much as 7/6 a pound in Hong Kong.

Gloomy Prophecies Belied.

When the company first started operating at Carnarvon, Mr. Taylor said, the local fishermen were

very pessimistic. They said there were a few sharks in local waters, but not enough to make fishing with motorboats and nets profitable, and, further, that even if good catches were made at first they would soon fall off. These gloomy prophecies were not upheld, however, the catches made by the company being as large at the end of their operations as they had been at the beginning, and the local inhabitants were amazed when they saw the loads which the boats sometimes brought in. The climatic conditions were not altogether suitable, however. It was found that during the winter months the sharks went north to warmer waters, although they returned again later in the year, and there was a great deal of bad weather. Carnarvon has the reputation of being one of the windiest places in Australia, and the weather was sometimes so bad that the boats could not put in twenty days fishing in the month.

There were no casualties during the operations, Mr. Taylor said, but they had a number of interesting experiences. Two things which they learnt were that there were a good many more sharks in the sea than was generally suspected—the shark being a deep-swimming fish and not often seen—and that they were sometimes to be found in very shallow water. Mr. Taylor instanced a case where a thirteen-foot shark was caught in nets spread to catch mullet in twelve feet of water at the mouth of a river.

Possibilities Around Malaya. Questioned as to his plans in Malaya, Mr. Taylor said that he had come here to study the possibilities of founding a similar industry in these waters, but until he had acquainted himself more thoroughly with local conditions he preferred to be cautious about the scheme. "I don't want to give the impression that there is nothing to be done but put down nets and bring up sharks," he said. "There are all sorts of factors to be studied before you can say what success you are likely to have. I am rather afraid that the tides around Singapore may be too strong for the net-fishing, but the Fisheries Department have kindly lent me their experimental motor sampan, and I propose to put down some nets off the Siglap coast and see what happens."

"I may also make experiments at Penang and elsewhere along the Malayan coast, and if conditions seem promising I hope to float a small company and start shark-fishing on a commercial scale. The equipment we should require would comprise two 30-ft. motorboats, nets, a small jetty, a boiler, a dehydrator, and other shore plant, but the capital re-

quired would not be large. If such an industry is started in Malayan waters it should be welcomed by the local fishermen, since it has been estimated that a shark actually eats something like its own weight of fish every day."

—Straits Times.



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UNWELCOME VISIT.

SIR A. MOND LEAVES BAGDAD.

Bagdad, Feb. 15.
Sir Alfred Mond, who is well, left by air this morning for Palestine.

Interviewed, he was reluctant to express his views in regard to the progress made in Palestine, pending the completion of three weeks' further tour of that country and an exchange of views with the High Commissioner in Palestine.

Referring to the recent incident, a vernacular journal declares that Iraqi students had learned the value of peaceful patriotic demonstrations from the Zionists. The paper adds: "The students made a peaceful and honourable demonstration as a protest against the Zionist policy. Iraq welcomes Sir Alfred Mond as a capitalist, but the students used the occasion of his arrival at the capital for a demonstration against Zionism, because Sir Alfred Mond is also a Zionist."

Replying to this, the "Bagdad Times" quotes the official police report, stating that revolvers were carried by some persons among the crowd and were displayed threateningly. Many cars which were not connected with Sir Alfred Mond were stopped and wilfully damaged, while the drivers and passengers were abused, molested and assaulted.

A car, containing the British Inspector-General of Police, was stopped by a steel wire fixed across the road and stones and mud were thrown and the tyres and the hood were slashed by knives.

An Armenian, the manager of one of the Royal estates, was among those beaten by the mob.

A Sequel.

Bagdad, Feb. 16.
As a sequel to the demonstration against Sir Alfred Mond last week the Cabinet has passed a special ordinance providing for the punishment by flogging, subject to a maximum of 25 lashes, for students under 19 years of age taking part in any illegal assembly or attempting to disturb the public peace.

LONDON EXCHANGES.

	London, Yesterday.
Paris	124.05
New York	4.87 29/32
Brussels	85
Geneva	25.84
Amsterdam	12.12 1/2
Milan	92.25
Berlin	20.42
Stockholm	18.18
Copenhagen	18.21
Oslo	18.32
Prague	164 1/2
Vienna	34.62 1/2
Helsingfors	193 1/2
Madrid	29.155
Lisbon	2 14/64
Athens	369
Bucharest	795 1/2
Rio	5 59/64
Buenos Aires	47 29/32
Bombay	1/5 31/32
Shanghai	2/8 1/2
Hong Kong	2/0 1/2
Yokohama	1/11 1/16
Silver Spot	26 1/2
Silver Forward	26 3/16

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

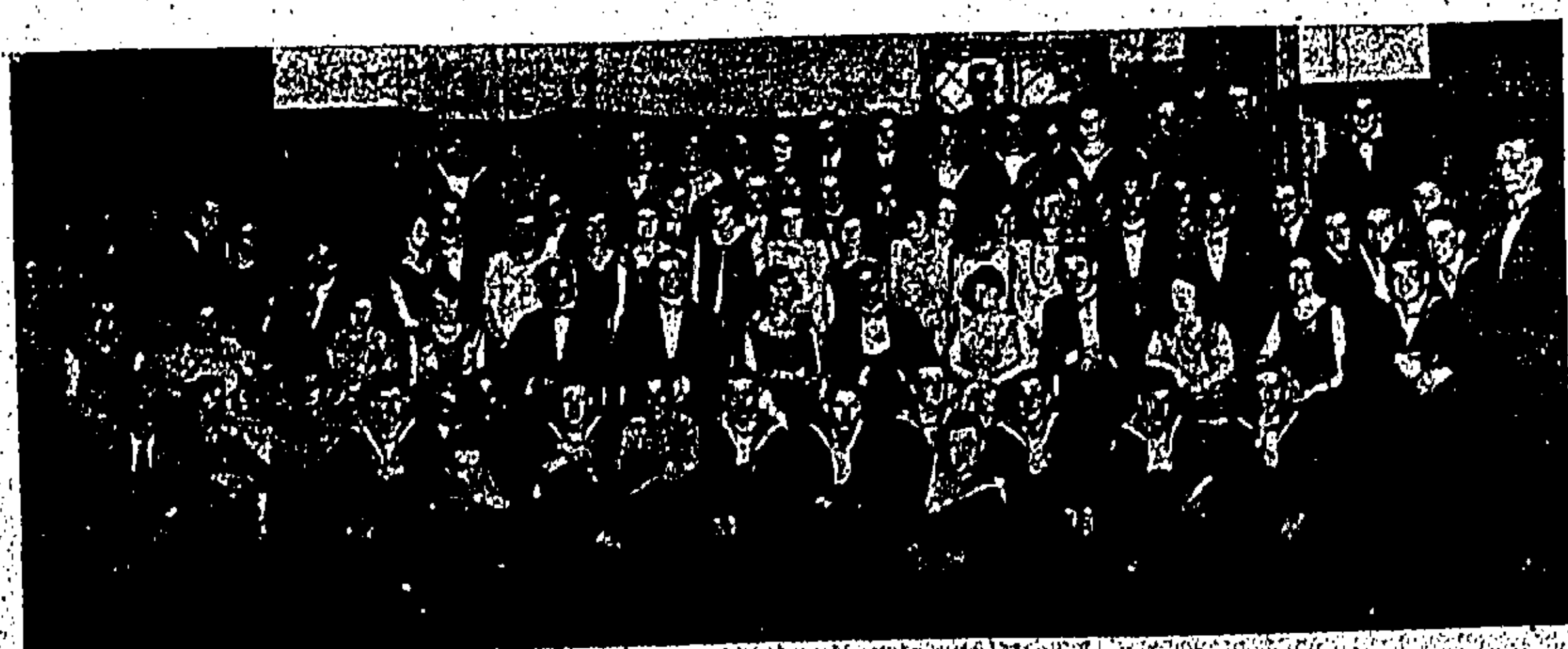
	On London—
Bank wire	2/- 3/4
Bank on demand	2/- 3/16
Bank 30 days' sight	2/- 3/4
Bank 4 months' sight	2/- 3/4
Credit 4 months' sight	2 1/16
Documentary 4 months' sight	2 1/16
	On Paris—
On demand	1245
Credits 4 months' sight	1820
	On Berlin—
On demand	—
	On New York—
On demand	40 1/2
Credits 60 days' sight	50 1/2
	On Bombay—
Wire	134 1/4
On demand	134 1/4
	On Calcutta—
Wire	134 1/4
On demand	134 1/4
	On Singapore—
On demand	86 1/4
	On Manila—
On demand	98 1/4
	On Shanghai—
On demand	78 1/4
30 days' sight (private paper)	—
	On Yokohama—
On demand	104 1/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.80
Silver (per oz.)	26 1/4
Bar Silver in Hong Kong	8 1/2 prem.
Chinese Copper Cash	nom.
Chinese Copper Cents	6 1/2 prem.
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Chinese Sub. Coin	30 1/4 p.d.
Hong Kong Sub. Coin	Par.

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T.T. on Shanghai	75 1/2
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do. Lon. Reg.	\$130 b
Chartered Bank	\$12 1/2 b
Mercantile A. & C.	\$13 1/2 b
do. C.	\$14 1/2 b
P. & O. Bank	\$9 1/2 b
Bank of East Asia	\$70 b
Insurance	—
Canton Insurance	\$682 1/2 b 665 sa
Union Insurance	\$20 1/2 b
North China Insurance	\$148 b
Yantai Insurance	\$154 1/2 b
China Underwriters	\$220 b 230 sa
China Fire Insurance	\$215 b
H.K. Fire Insurance	\$725 b
Shipping	—
Donghai	\$414 b 40 sa
H.K. Steamships	\$27 b
H.K. Tugs & Lighters	\$230 b
Indo-China (Prof.)	\$35 b
do. (Det.)	\$40 b
Shell Transport	\$90 b
Water-works	\$204 b
Mining	—
Bonguet	\$2 1/2 b
Kailan Mining Ad.	\$69 b
Langkats (Combined)	\$119 b
do. (Single)	\$710 b
Shanghai Explorations	\$24 b
Shanghai Loans	\$20 b
Rails	\$44 b
Tronoh Mines	\$176 b
Docks, Wharves, Godowns, &c.	—
H.K. & K. Wharves	\$142 a & sa
H.K. & W. Docks	\$424 b
China Wharves	\$204 b 66 1/2 sa
Hongkong	\$164 b
New Engineering	\$4.70 b
Shanghai Docks	\$99 b
Cotton Mills	—
Ewo Cottons	\$9.05 b 920 sa
Oriental Cottons	\$2.15 b
Shai Cottons (Old)	\$50 b
do. (New)	\$33 b
Lands, Hotels & Bldgs.	—
H.K. & S. Hotels	\$9 1/2 b
Hongkong Land	\$804 b 66 1/2 sa
Shanghai Lands	\$131 b
Humphreys Estates	\$144 b
Hongkong Realities	\$8.90 b
H.K. Territorials	\$1 b
Prince's Buildings	—
Public Utilities	—
H.K. Tramways	\$264 b & sa
Peak Tram (old)	\$12 b
do. (new)	\$6 1/2 b
Star Ferries	\$683 b 64 1/2 sa
China Lights (comb.)	\$18 1/2 sa
do. (old)	\$12 1/2 b
do. (new)	\$12 1/2 b
H.K. Electric	\$74 1/2 b & sa
Macao Electric	\$21 b
H.K. Telephones	\$44 b 455 sa
China Buses	\$90 b
Singapore Tractions	\$11 1/2 b
Industrials	—
China Sugars	\$104 b
Macabon Sugars	\$275 b
Canton Ice	\$4 b
Cements (comb.)	\$12 1/2, 85 sa
do. (old)	\$9 b
do. (new)	\$34 b
H.K. Ropes (old)	\$34 b
do. (new)	\$34 b
United Asbestos	\$10 b
Stores, &c.	—
Dairy Farms	\$22.10 b
Watsons	\$12.40 b
Der A. Wings	\$3 b
Yan Chawford	\$20 b
Jackintosh	\$22 b
Sinceres	\$9 b
Wm. Powells	\$5 b
Miscellaneous	—
H.K. Amusements	\$204 b 30 sa
H.K. Constructions	\$14 b
H. Ind. G. Bonds	60% p.d.
H. K. Govt. Loans	0% Prem. b

Singapore last week celebrated the anniversary of its foundation, it being 109 years ago since Sir Stamford Raffles hoisted the British flag over the small native settlement which then existed and signed the treaty by which the island was ceded to the East India Company.

MERRY SAILOR BOYS.



H.M.S. "Titanic" and Submarine. Dance at Lane, Crawford Restaurant, on Friday last, March 2.

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ETERNAL TRIANGLE.

A story of the Eternal Triangle, viewed from a novel if rather obtuse angle, and introducing a fourth element—rather shadowy—in the guise of a sailor-saviour, is presented to us by Miss Evelyn Everett-Green in her latest book. Barbara Freeland is the heiress and spoilt darling of the Freeland of Chorley Manor, a county family. Into her home is introduced a poor cousin of the same name. It is decided that the two cousins shall be called Barbara and Ra respectively.

During their childhood they grow up together and make the acquaintance of Basil Carden, the typical hero of all feminine hearts, a veritable Admirable Crichton of flapperdom, and also of Commander Peter Peterson, a bluff naval man of the novel type. Barbara at the outbreak of the European catyism, becomes engaged to Basil, whom Ra has always regarded as her special hero. But as the war ends Barbara finds it impossible to face life with the now blinded Basil, and to save his life in a crisis, Ra marries him, for a while the deception is complete, Barbara in the meantime marrying Tony Taverner, a flame of hers.

Ra and Basil are perfectly happy until Basil learns the truth—and then the inevitable disillusionment follows. Tony dies and Barbara arrives home while Ra is away. Basil falls again to the old fascination, and the situation is saved by Peter, now a Captain, proposing to and being accepted by Barbara. All ends well—Ra happy with her children and Basil who is now Sir Basil Carden, and Barbara content with Peter Peterson.

A thoroughly delightful and very readable story, well told and not too long, which we can recommend to all readers who like to be cleanly entertained without too much mental effort.

K. E.

"The Two Barbaras." By E. Everett-Green. (Stanley Paul and Co., Ltd., London).

SWIFT AND STELLA.

A TRAGIC BICENTENARY ARRIVES.

Two hundred years ago the Dean of St. Patrick's, Dublin, sat writing in his study. Stella had died a few hours before, and he set about recording her virtues and her abilities, relating little anecdotes of her wit and her goodness, gravely describing her grace and beauty, her kindness and charm. Knowing what we do of Swift and of Stella, we find the paper appalling, its terrible calm concealing a frantic rage. Beneath the cool recital and appraisal we sense a tortured soul, an agony of regret and remorse savagely repressed. Here, in this detached, unemotional narrative, we have the most consummate irony of the greatest ironist in the language.

The story of Jonathan Swift and the two women who loved him, Stella and Vanessa, will never lose its interest. Its enigmas have teased generations of critics and commentators. The interest of the story, never to be completely understood, because some essential factors must always remain doubtful, is not merely that of a romance of sentiment or passion on the part of a great writer. It is that of a profoundly-moving, strangely obscure episode in the life of a remarkable genius, whose personality no one can fully fathom, so full it is of glaring contradictions.

Glaring contradictions, indeed! The author of "The Tale of a Tub" and "Gulliver's Travels" wielded a prose style of masterly power, yet his grammar is often such as

would disgrace a third-form scholar. He penned some of the most abominable things in our language, but also some of the wisest and noblest. He fiercely repudiated the notion that he was an Irishman, yet was a far-seeing and valiant champion of Ireland. He was consumed by ambition, yet cared little for place or profit. He was a niggardly miser, but also a man of constant philanthropy, distributing a third of his income in charity and magnificently generous where aid was needed. He ferociously bespattered the whole human race with foul abuse, yet loyally loved his friends and was warmly loved by them.

Cruelty and Tenderness.

So one might go on. But our subject is this incomprehensible man's relations with Stella, that "fair and tender creature, so lovely, so loving, so unhappy." Perhaps Thackeray's rhapsody in his "English Humorists" strikes a false note. After all, we know so little of her. If only we possessed her letters, as well as his! But Swift loved her, and to have won and kept his love, with whatever reservations, was a wonderful thing. Before we turn impatiently from Thackeray's sentimental raptures, there is one sentence worth quoting: "I have heard a woman say that she would have taken Swift's cruelty to have had his tenderness."

Swift first met her when he was 22, poor and uncouth, fresh from college at Dublin, where he narrowly escaped plucking. He served the exalted Sir William Temple, timid statesman and pompous author, as amanuensis in his stately mansion of Moor Park, for £20 a year and board. Esther Johnson was 8 years old, with a charmingly pretty face and curling black ringlets. The secretary taught her to write and guided her reading, in the process learning to find consolation in her affection. Conscious of dominating genius, he stealthily raged against his subordination.

For ten years, with an interval, Swift remained with Temple. Stella grew into lovely womanhood, her relationship with Swift becoming a profound, intimate, ardent friendship of a curious kind. Her mother was a maid-secretary to Temple's sister, Lady Giffard. Her father was "a merchant of respectable family who died young." It was suggested that Miss Hetty, as she was called, was Temple's daughter. His treatment of her and his legacy of £1,000 lent colour to the theory, but there is really no evidence.

"The Naked Truth."

On Temple's death Stella and her chaperon, Mrs. Dingley, followed Swift to Ireland. Though he constantly visited them, and when he was away they occupied his apartments in Dublin or his vicarage at Laracor, their connection was carefully guarded against scandal. He never saw Stella except in the presence of Rebecca Dingley, who wore hinged spectacles and stumbled over her petticoats as she walked, guarantee of propriety. Once Swift brusquely crushed the aspirations of a Dublin clergyman to Stella's hand, and in reply to his reproaches told "the naked truth"—"If his fortune and honour served him to think of marriage," he would prefer Stella to anyone on earth. The relationship was much more than anomalous. It was incomprehensibly mysterious.

In London, a great man, Swift began that immortal "Journal to Stella," letters to his "two monies" on the other side of the Irish Channel. For a time he was one of the most powerful men in the country, the familiar associate of the Ministers in power. From his crowded life he would withdraw to pour out to the one being who came near understanding his strange, proud, tortured spirit his most secret thoughts and feelings, casting aside all conventional pretences, prattling in the "little language" they invented.

He scribbled down all the triumphs of his omnipotence, with dukes doing the bidding of the erstwhile servile secretary. Ministers meek when he scolded, the Queen begging in vain for him to

preach. The grim dictator, whom no one could buy or cajole or intimidate, whose pen everybody feared, snatched the last moments at night or the first in the morning, lying at ease in bed, pursing his severe lips into baby language, and became beloved "Presto," gossiping to "M. D." about everything—rattling off the latest London story, how he had reprimanded Mr. Secretary, romped with Lady Berkeley, jested with Mr. Gay, what he had paid for his dinner, and how he had chosen a silk apron for his "little rogue."

Vanessa in Dublin.

His party fell into disgrace, and Swift's ambitions were doomed. He returned to Dublin, but he was followed by Vanessa, a rich young lady of nineteen, with whom he had drifted into intimacy. The story of their relationship is related in Swift's poem, "Cadenus and Vanessa." Hesitations, excuses, silences in his letters, had roused Stella's suspicions, and now the two were in the same city. There were constant embarrassments in concealing his connection with Vanessa and preventing a collision between the two. Ardent and impetuous, understanding Swift far less than Stella, demanding more than he could give, she boldly avowed her desire. Swift was startled, and could offer her only eternal friendship.

There was a report that Swift was secretly married to Stella. It has never been proved or disproved. All the evidence on either side is indecisive. If there was a ceremony, the marriage was nothing but a ceremony, and the real mystery of the relationship remains. Vanessa, in her unwise but so comprehensible impatience, wrote either to Swift or to Stella—there are different versions—asking if the report was true. Swift, in a fury, rode to Vanessa's house, strode into her presence, his blue eyes glaring at her from beneath his bushy black eyebrows, threw down her letter, and departed without a word. It was her death-blow. Delicate in health, she went to her grave a few weeks later, having revoked a will leaving her fortune to Swift.

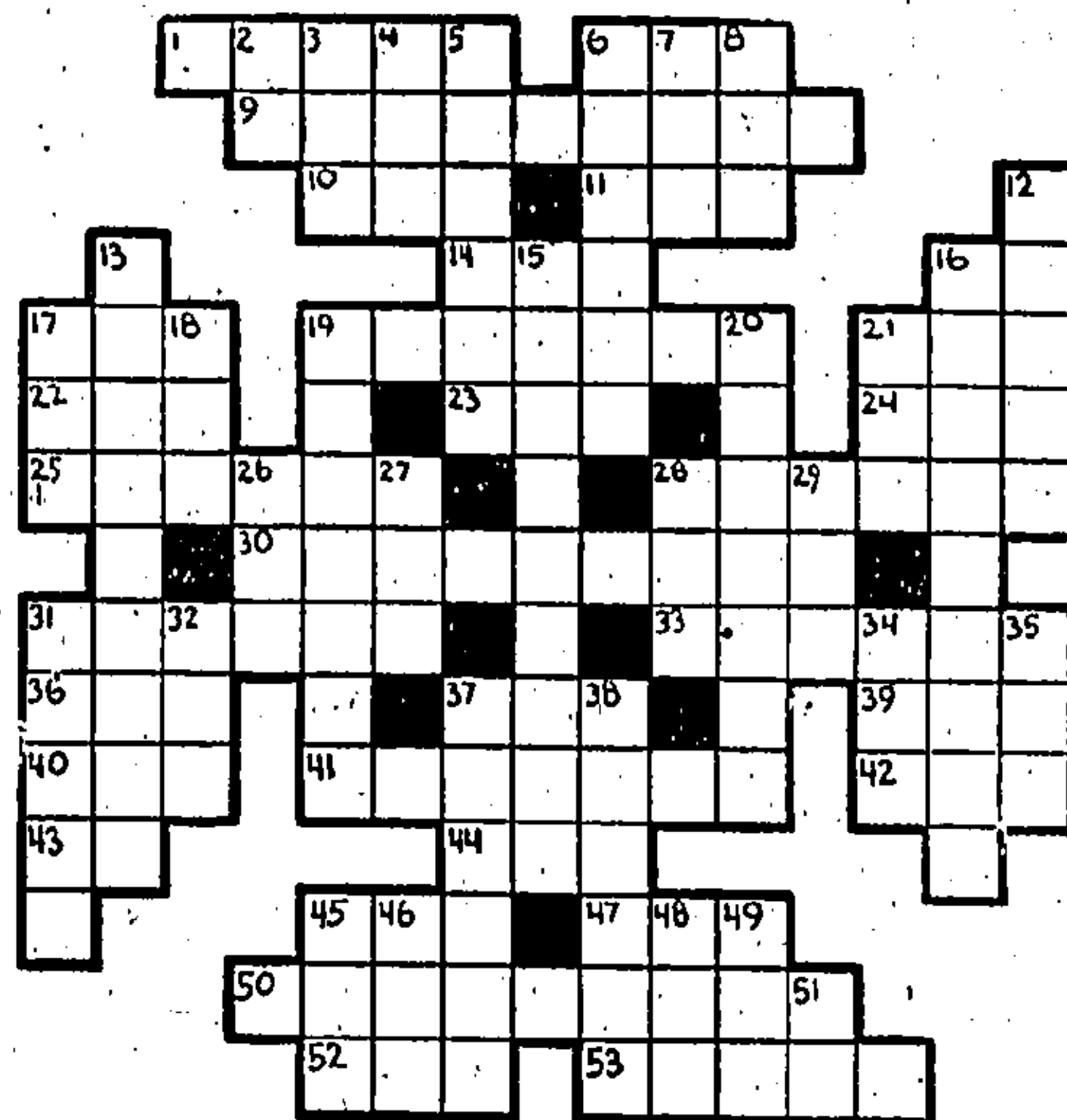
Swift hid his bitter regret in some unknown retreat for a time. Stella survived only a few years. While he was in England she became ill. He returned in an agony of distress. She lingered until Jan. 28, 1728. That night he wrote a few scattered reminiscences, a manuscript of terrible pathos. Swift lived until 1745, the last five years with darkened intellect and keepers to watch him, sometimes repeating slowly, "I am what I am!" After his death an envelope was found among his papers containing a lock of Stella's hair. On the paper he had written, "Only a woman's hair." What irony in those four words—"Daily Telegraph."

SHEEP AS NAVIGATORS.

Admiral Chambers hands out an appetizing cut of salt junk in his memoirs. It was during the cruise of H.M.S. "Satellite" in the Pacific during the '80's. In those days the muton was not the "divisected monkey" which men mourned over on transports during the war. Sheep were carried alive on board, and it was when the ship was held up off Coquimbo in a thick fog that a sound of faint bleating was heard from somewhere forward. Mischievously the officer of the watch remarked to the navigating lieutenant: "We must be near the land; the sheep smell it! They are wonderful guides. Don't you hear them?" "Yes," said the lieutenant. "I think we had better get a cast of the lead." Just then the fog lifted and revealed Heredura lighthouse, and the course was shaped for the anchorage. That evening in the mess the lieutenant told of the wonderful sagacity of the sheep, only to meet a burst of ribald laughter. He was not aware, or had forgotten, that the last of the sheep had been eaten a week before. ("Salt Junk," by Admiral Chambers, London, Constable.)

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-What are nuts covered with sugar resembling ice?
- 2-Vast period of time
- 3-Who was the leader of the Greeks in the Trojan War?
- 4-To encircle
- 5-To shut up
- 6-A playing card
- 7-Like
- 8-Drinking utensil
- 9-What statue of a maiden was so beautiful that its sculptor fell in love with it and it was given life?
- 10-A state of prosperity (pl.)
- 11-A female servant (India)
- 12-Abbreviations (abbr.)
- 13-Personal pronoun
- 14-What sea is W. of Alaska?
- 15-What are oxen often called?
- 16-What king of Thebes survived, with his wife a couple and perpetuated the human race?
- 17-What are small rolls of tobacco for smoking?
- 18-Moves fast
- 19-A poem

HORIZONTAL (Cont.)

- 20-To make an addition
- 21-To put forth effort to excel
- 22-Assembled
- 23-What is a collection of books for reading or reference?
- 24-Who was the Greek goddess of malicious mischief?
- 25-Personal pronoun
- 26-Batter
- 27-A southern constellation
- 28-Combining form—"air"
- 29-Who was the Greek goddess of memory?
- 30-It is (cont.)
- 31-What are Irish irregular foot soldiers called?

VERTICAL

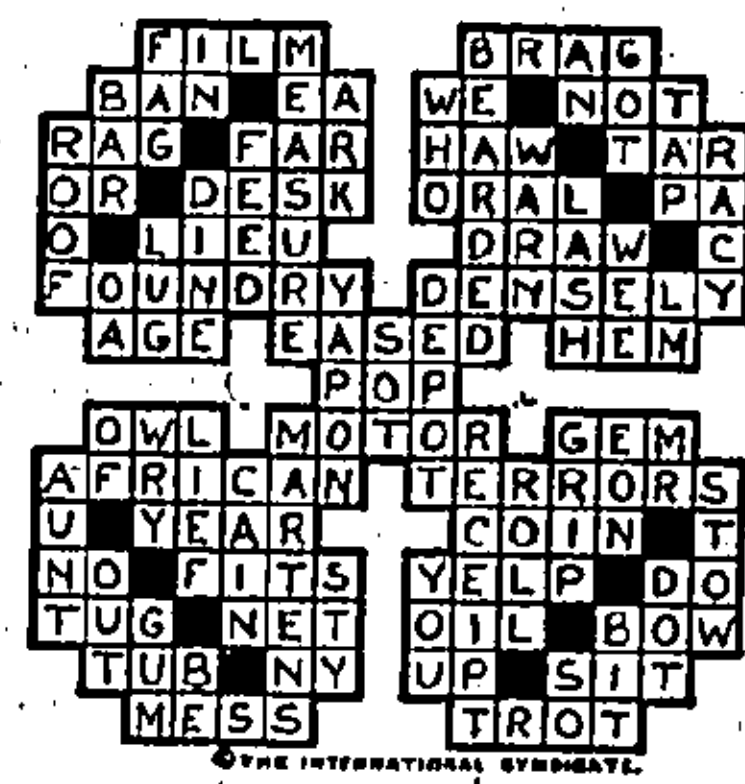
- 32-A musical note
- 33-Past
- 34-Wheeled vehicle
- 35-To preserve from decay
- 36-Ant (pl.)
- 37-Single
- 38-Things being so
- 39-Stupid person
- 40-What were the Greek Furies called?

VERTICAL (Cont.)

- 10-What Trojan propheta, daughter of Priam, foretold the fall of Troy?
- 11-Who was the Greek Venus?
- 12-Wheeled vehicle
- 13-Parity
- 14-Wide-spread
- 15-What is a post-mortem examination of a human body called?
- 16-Employment
- 17-Old name of Mt. Pelion, Crete
- 18-Short for "Augustus"
- 19-Familiar term for "sister"
- 20-A compass point (abbr.)
- 21-Who was the god of revelry?
- 22-To procure
- 23-Gift's name
- 24-To visit
- 25-The name Abraham was first called (poss. case)
- 26-Pink or rose-color
- 27-Insect
- 28-A Portuguese coin
- 29-Capacity for seeing
- 30-Royal Naval Reserve (abbr.)
- 31-Prefix. Same as "in"

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



It is over twenty-five years ago, actually on November 23, 1902, that "Wee Macgregor" was first published. The author, Mr. J. J. Bell, did not hope for his simple offspring anything more than a local circulation, but "Wee Macgregor" took the English-speaking world by storm. The book still sells in thousands every year, and although Mr. Bell has written something like fifty books since, none of the latter has exceeded in popularity his original creation.

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Gregorine, Hong Kong Hotel, from London.
Genral Kandakudo, from Tainan.
W. J. W. Manton, c/o Seamen's Institute, from Singapore.
Sorgen, from Berlin.

E. A. LEGGATT,
Superintendent.
Hong Kong, 1st March, 1928.

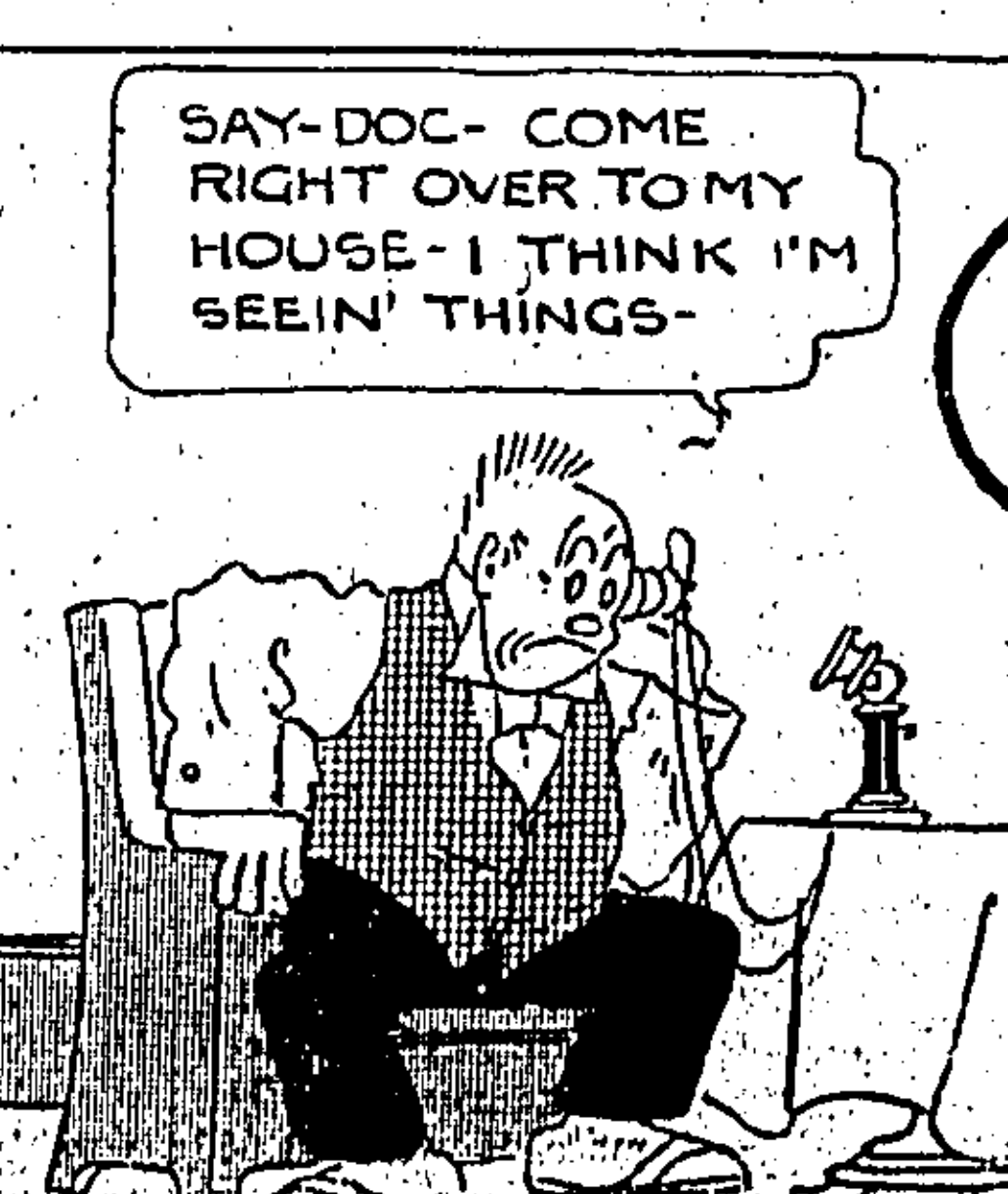
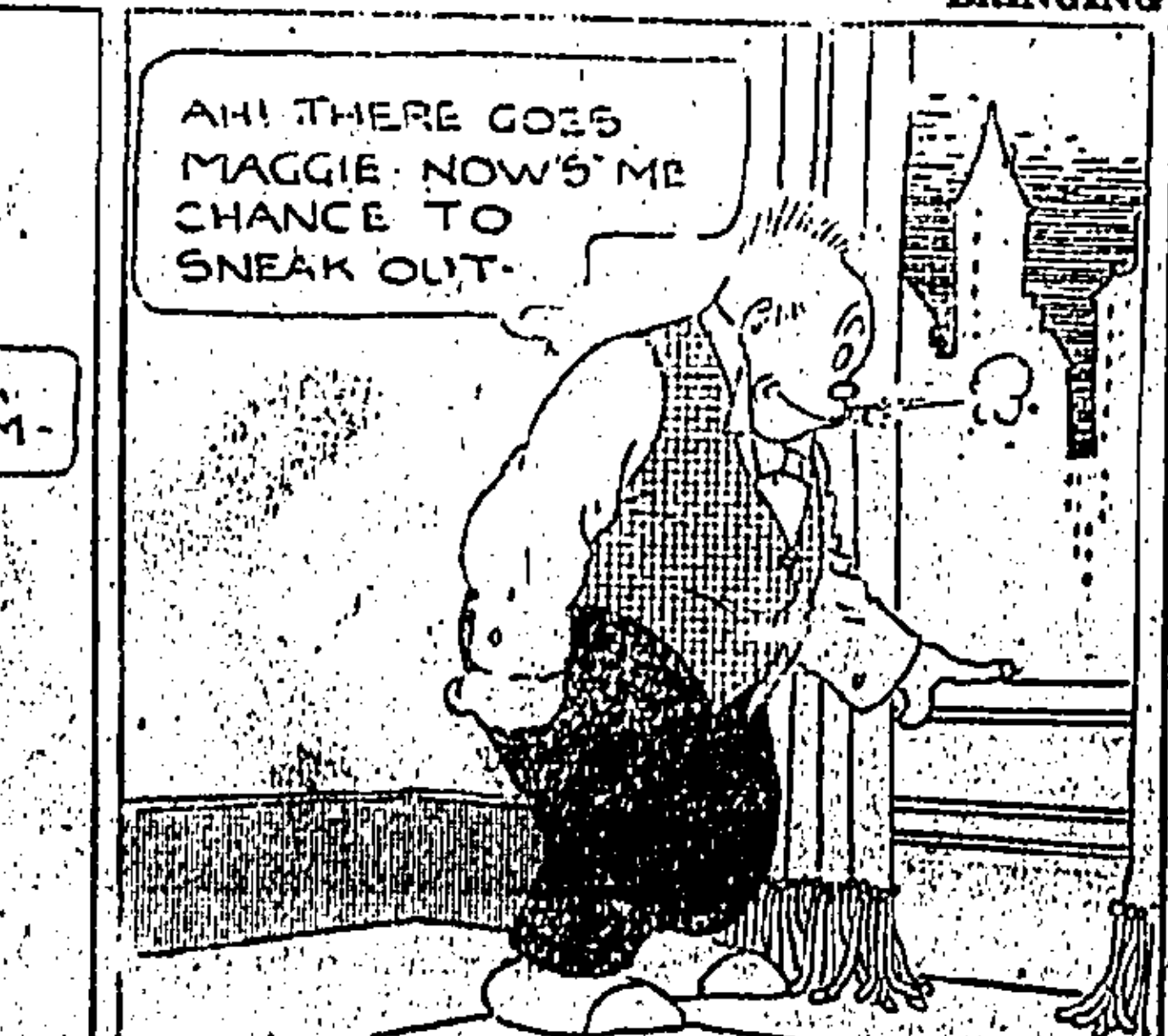
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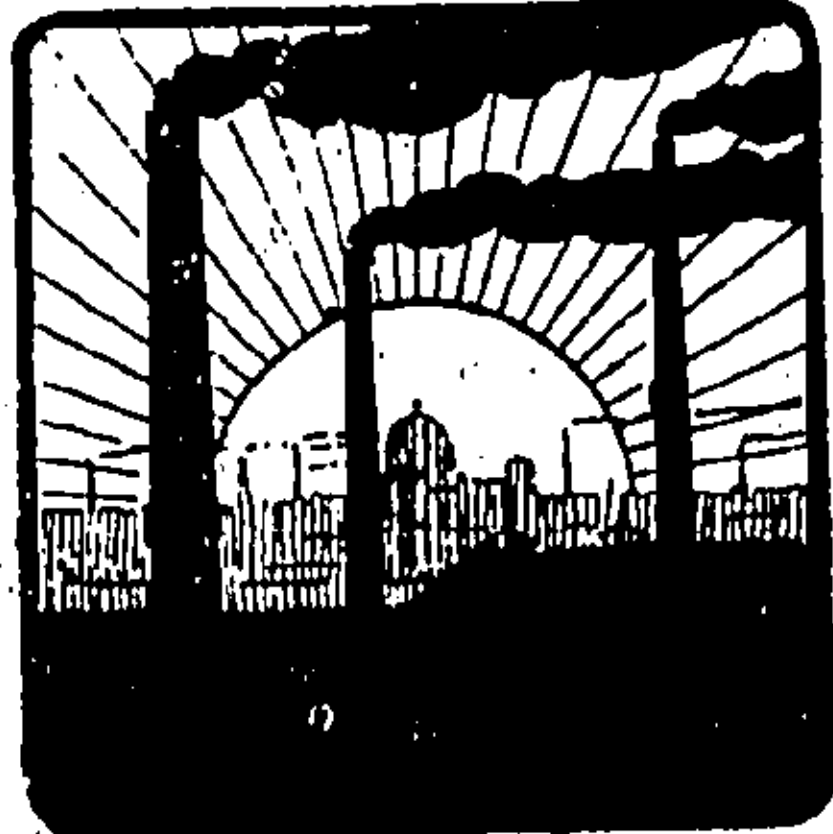
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THE GRENADIERS.

PRINCE OF WALES AND HIS
COMRADES.

GUEST AT REUNION.

Nottingham. — Testimony to the value of the work of Old Comrades' Associations was paid by the Prince of Wales, who at the annual dinner of the local branch of the Grenadier Guards Comrades' Association responded to the toast of "The Patrons."

The president of the local branch, Captain J. E. Greenwood, was in the chair, presiding over a company numbering 370, and including Colonel Lord Henry Seymour, who commands the regiment.

Following the toast of "The King" (Colonel-in-Chief of the regiment) the Chairman proposed that of "The Patrons."

The Prince of Wales, in responding, said: "It seems often the fashion with those who get up to respond to a toast of this kind to say, quite modestly that they were quite certain that somebody else would make a much better speech than themselves. They would be very surprised and deeply insulted if anyone said 'Hear, hear' to that (Laughter). But to-night I am not in that fashion, although I feel that as you have been kind enough to drink the toast of the patrons of the Grenadier Guards Association, the Duke of Connaught, the colonel of the regiment, would have done it much better than myself, had he been here. He has been a real father to the regiment—(cheers) and would, I know, have wished to have been with us to-night. It is only on account of his health that he has to winter abroad, but, comrades, in his absence, I am very proud to be the spokesman of the patrons of the Association."

"There is a bond of great fraternity amongst those who have had the privilege of serving in the regiment, and who are, therefore, entitled to the distinction of being Grenadiers—(cheers)—and we will always remember our connection with the regiment, and those of us who are able to help the association, or any branch of the association, are very happy in doing so."

Junior of the Brigade.

"There has never been a period during the last ten years, since the Armistice, when comrades' associations were more needed, or when they had a better opportunity of justifying their existence. The Grenadier Guards Comrades' Association has more branches than any other comrades' association in the Brigade of Guards and from all I hear your Nottingham branch has made the very best of its opportunities. The mere fact that so many of you are here to-night is proof that you all value your connection with it. (Cheers)."

"I would just like to say a word or two about the Welsh Guards. Although always a Grenadier, I am now colonel of the Welsh Guards, which was formed in 1915 by 500 Grenadiers—(cheers)—and the regiment can be very proud of its child, the youngest and the junior regiment in the Brigade of Guards, and I think I may say that we are going very strong indeed."

"We have, apart from the battalion, a very strong branch of our Old Comrades' Association in Cardiff and one in London, which is about to celebrate its birthday in a few weeks. We maintain the spirit of the brigade and the spirit of the regiment, and I cannot help telling you a story from our last old comrades' dinner at Cardiff."

"When the commanding officer said that the height standard of the Prince of Wales's company was up to the standard of the old King's company before the war, a voice from the back of the room in which we were dining, in reference to the King's company before the war, asked the question, 'What were they?' All of them Welshmen."

"I am sure that you in Nottingham think that the Welsh Guards have made good and are living up to all the high traditions of the Guards. Nothing gives me greater pleasure in any city—and I travel about the country, a great deal—than to visit any old comrades' branch of the Brigade of Guards, whatever regiment it may be. (Cheers). I can assure you that with my connection with Nottingham I am very happy indeed to-night to find myself at this gathering and to have had such a very fine reception from the many old comrades in the regiment in which I was proud to serve." (Loud cheers)

The remaining toasts were "The Association," proposed by the Chairman and responded to by Colonel W. Garton, secretary and treasurer of the association, and "The Visitors," proposed by Lieutenant J. U. Hogarth and responded to by General G. F. Trotter and Colonel Sir Lancelot Rolleston.

LOOKING BACK.

MR. JAMES AMBROSE OF
SHANGHAI.

WHAT HE HAS SEEN.

Half a century ago! When one thinks of it like that it seems a long time. But in Shanghai one lives so much in the past, in many cases a past which one never knew, and on every hand one hears it recalled so often and the good old days brought back to mind, that 50 years seem to lose their distance. Certainly, in talking with Mr. James Ambrose, who landed in this port from Marseilles 50 years ago, on February 26, 1878, and who can thread his way back through those years with such ease, one really comes to think, in some respects, "Well, really what is 50 years after all?"

Speaking of travelling, one seems inclined to expect that any one going from country to country 50 years ago must necessarily have used a sailing ship and probably "round the Cape." But Mr. Ambrose did neither of these things. He boarded his steamer, M. M. "Amazon," comfortably at Marseilles on January 12 and sailed to Shanghai via the Suez Canal, which had been opened nearly 10 years earlier, and arrived in Shanghai late in February after a very agreeable trip, not much different from the trip of to-day.

No Trace Left.

But the Shanghai that greeted his eye was certainly not the Shanghai of to-day. The Bund that Mr. Ambrose saw was a collection of godowns and lean-to sheds for the storing of goods and rubbish. There is not a building left that was standing then, even the last old building to disappear from the Bund, where now the Sassoon building is growing.

Mr. Ambrose remembers as being the pride of the year when it was erected by the late Mr. Lester in 1881. Then the Race Course was not where it is to-day (there had been another even before that), but was nearer the river and only four meetings were held every year. He knew all the members of the Club then and among his possessions Mr. Ambrose keeps a large photograph which includes all the well-known figures of Barnes Dallas, the two brothers Gore-Booth, Brodie Clark, Sir Robert Bredon, Henry Morris, "Major" Ashley, Harry Maitland and Marcus Wolfe. But although Mr. Ambrose knew the riding and racing men he was not interested in ponies himself, and gave up riding almost immediately. The last time he did ride was a case of force majeure, when he fled from Hakone on a packhorse at the time of the Japanese earthquake, and rode for four and a half hours in an enormous pack saddle.

Shooting on Broadway.

Up-country shooting was Mr. Ambrose's real interest and it was only last year that he gave up his practice of going down to Hangchow at all the important race meetings of the year to get a little sport in this line. When he first came, of course, there was no need to go far afield in search of shooting ground. The Broadway between the road and the river was an excellent place where plenty of snipe were to be found. There were only about six missionary buildings there in those days and the rest was marshy land just right for shooting.

But Shanghai has grown steadily until all that sort of thing

ZOO'S ORANG-UTAN.

FAMILY ARRIVES IN
LONDON.

SNAKE AS "PERSUADER."

The Zoo population was increased by the arrival of a family of Orang-Outangs—a father, mother, and a six-months-old baby. The father is an enormous, hairy brute, standing above 5 ft. high, and with a body about twice as broad as that of an average man. Its Herculean forearm has a reach of over 4 ft.

The family have been allotted a special house to themselves, and are being boarded in the building near the Aquarium, which, until recently, accommodated some of the monkeys, when it was known as the experimental monkey-house.

The members of this Orang family were purchased for a very large sum from a Liverpool dealer, and were on exhibition for a few days at the Bellevue Gardens, in Manchester, while preparations were being made for their reception in the Regent's Park Menagerie.

Some difficulty was experienced in inducing the apes to enter their travelling boxes, and not until they had been intimidated, by being shown a large snake, would they retire into them. The fear that the man-like apes have of snakes is a human trait, and experiments conducted at the Zoological Gardens some years ago established the fact that all the animals, with the exception of the higher monkeys, were totally indifferent to the presence of reptiles. The lower types of monkeys had not the slightest fear, and would, had they been given the opportunity, have seized hold of them and attempted to devour them.

The Fugitive's Nest.

The newly arrived orangs do not appear to be at all savage, and have shown no resentment towards their new keeper, who has already entered their cage for the purpose of serving a meal.

In their native land orang-outangs build platform nests in the forests. The late lamented Jacob, a full-grown orang, but smaller than the largest of the new arrivals, distinguished himself some years ago by escaping from his cage in the old ape-house, and, answering his forest instincts, building such a nest in a neighbouring tree. The fugitive was, with the aid of a fire-extinguisher, eventually forced to renounce his home-made dwelling and return to his cage. The nest was securely wired in the tree in which it was formed, and this interesting relic was preserved until the building of the new reptile house on the site necessitated its demolition.

anywhere near the city has disappeared. The growth has been quick but nevertheless gradual, according to Mr. Ambrose, though he added, "But, yes, you know, 1884 was a shocking year for building. Barely anything was done at all."

That in a manner of speaking is a comforting thought. The late months of Communism and anti-foreignism are not the only period of disaster Shanghai has known. And still she survives them more vigorously than ever.—N. C. D. News.



WHEN FOOD REPELS.

It happens to many in the Far East to experience at some time or other a marked loss of appetite accompanied by a sense of general enfeeblement. Especially is this so in the Tropics, where the ever-present humid heat severely taxes the vitality even of the strongest. Not only does food cease to attract, even the thought of eating repels; cheerfulness gives way to depression, energy turns to apathy, the complexion becomes pale, the face thin and wan; as often as not back-pains, loss of weight, pains behind the eyes, headaches, nervousness, a disinclination for society, are among the symptoms experienced. In the case of women other irregularities of health are also noticeable, troubles characteristic of their sex.

Anemia, or weak, watery blood, is the chief cause of loss of appetite, digestive troubles, and those other symptoms just described. It is one of the most prevalent maladies in the Far East, where climatic conditions

and low nourishing food values, predispose to its development.

Are you anemic? Are your eyes dull, your lips and gums, the inside lining of your eye-lids pale? Do you lack spirit, brightness, energy? Does your heart beat too fast when you run up-stairs? Is your hand unsteady? Do you grow tired too soon? If you have any of these symptoms your chief and immediate need is a good tonic medicine, and the best of all nerve-tonics and blood-builders is Dr. Williams' Pink Pills for Pale People. These Pills have a wonderful strengthening effect on faulty blood and exhausted nerves. Their world-wide fame has been built up on a remarkable record of cures of precisely such cases as yours.

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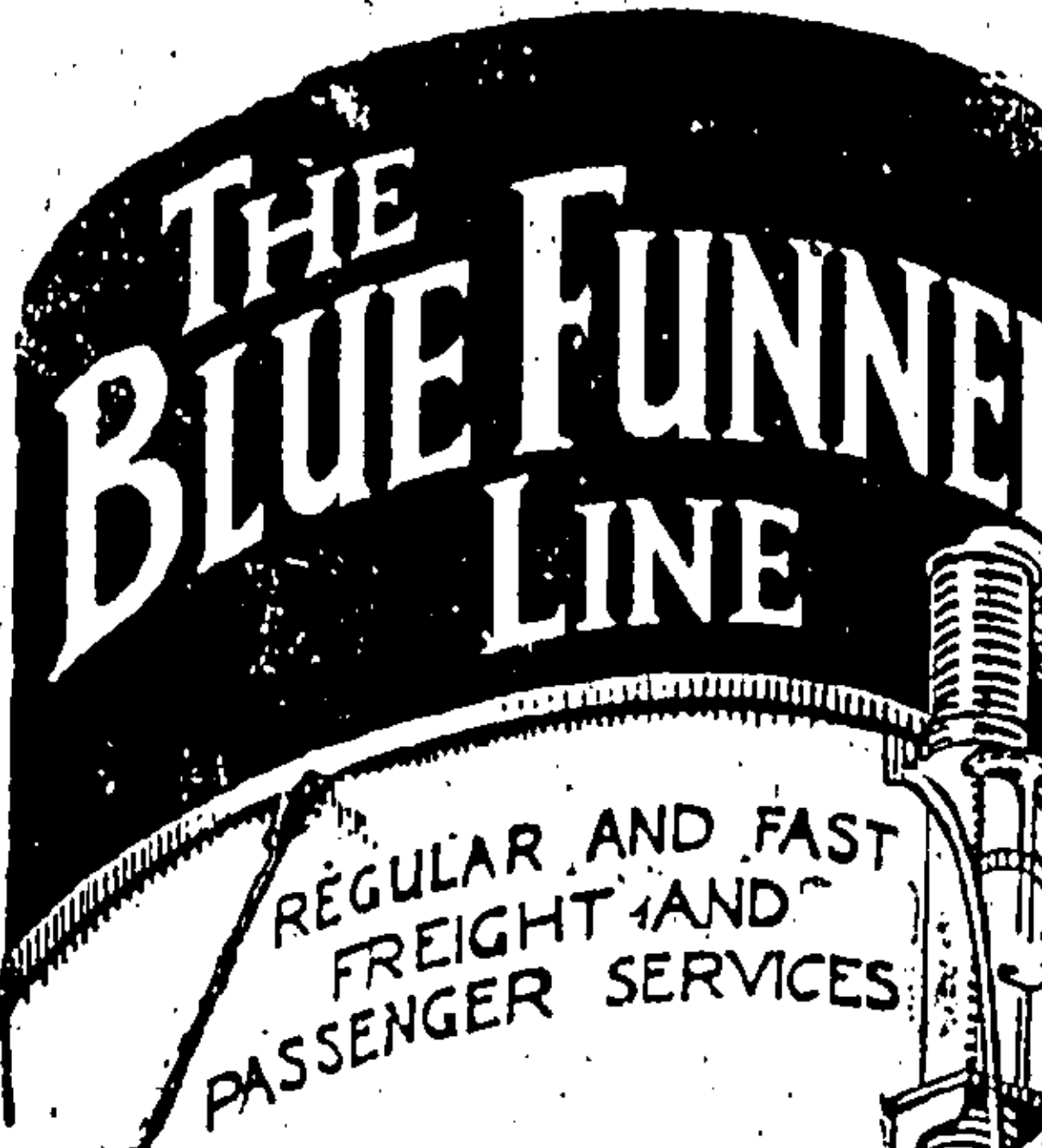
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AND AT:—The Office of the Publishers, 3A, Wyndham Street.

China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, MARCH 8, 1928.

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LONDON SERVICE.

"PHILOCTETES" 20th Mar. Marseilles, London, Rotterdam & Hamburg
"ARNEAS" 3rd Apr. Marseilles, London, Rotterdam & Glasgow
"BARBEDON" 18th Apr. Marseilles, London, Rotterdam & Glasgow
"GALICIAS" 1st May Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"POLYPHEMUS" 1st Apr. Genoa, Havre, Liverpool & Glasgow
"BELLEPHON" 20th Apr. Genoa, Havre, Liverpool & Glasgow
"ORONTES" 20th May Genoa, Havre, Liverpool & Glasgow
"MERIONES" 20th June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"IN KOBE & YOKOHAMA."
"TEUCKER" 10th Mar. Victoria, Vancouver & Seattle
"TYNDAREUS" 31st Mar. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LAOMEDON" 1st June New York, Boston & Baltimore

PASSENGER SERVICE.

"AEVEAS" 3rd Apr. Singapore, Marseilles & London
"BARBEDON" 18th Apr. Singapore, Marseilles & London
"PATRICLOS" 18th May Singapore, Marseilles & London
"ANTENOR" 18th June Singapore, Marseilles & London
(two cargo steamers with limited passenger accommodation at present)

Butterfield & Swire.

POST OFFICE NOTICE.

The Postal Service to Swabue & neighbouring places is entirely suspended until further notice.

INWARD MAILS.

From Per
THURSDAY, MARCH 8.
Shanghai Liangchow
FRIDAY, MARCH 9.
Shanghai and Europe via Siberia Khiva
Australia and Manila Tai Ping
SATURDAY, MARCH 10.
Europe via Negapatam (Letters and papers)
London 9th Feb. Hong Peng
Shanghai Suiyang
U.S.A., Honolulu, Japan, Shanghai and Europe
via Siberia President Polk
MONDAY, MARCH 12.
U.S.A., Honolulu, Japan and Shanghai President Grant
TUESDAY, MARCH 13.
Shanghai Sphinx
Calcutta and Straits Nansang
Straits Yusanang
THURSDAY, MARCH 15.
Canada, U.S.A., Japan & Shanghai Empress of Asia

OUTWARD MAILS.

For Per
THURSDAY, MARCH 8.
Straits and Calcutta. Parcels 4.15 p.m. Letters 5 p.m.
Sam Shui and Wuchow 4.30 p.m.
Shanghai 5 p.m.
Fort Bayard 5 p.m.
Amoy 5 p.m.
Saigon 5 p.m.
FRIDAY, MARCH 9.
Swatow, Amoy & Foochow 2 p.m.
Wei Hai Wei 2.30 p.m.
Swatow and Amoy
*Straits, *Ceylon, *India, *Mauritius, *E. & *S. Africa, *Egypt, and *Europe via Marseilles—due Marseilles, 8th April. K.P.O. Registration 4.30 p.m. Letters (Mar. 10th) 9 a.m. G.P.O. Registration 8.45 a.m. Letters 9.30 a.m.
Astsuta Maru
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 7th Apr. K.P.O. Parcels 4.30 p.m. Registration (Mar. 10th) 9 a.m. Letters (Mar. 10th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Mar. 10th) 9.45 a.m. Letters (Mar. 10th) 10.30 a.m.
Khiva
Japan, Canada, U.S.A., C. & S. America and *Europe via Victoria, B.C.—due Victoria, B.C. 3rd April. Parcels 5 p.m. Registration (Mar. 10th) 9.15 a.m. Letters (Mar. 10th) 10 a.m.
Teucer
SATURDAY, MARCH 10.
Sandakan 1.30 p.m.
Shanghai and Europe via Siberia 2.30 p.m.
Amoy 5 p.m.
Manila 5 p.m.
President Folk
SUNDAY, MARCH 11.
Swatow, Amoy and Formosa 9 a.m.
Bangkok via Swatow 9 a.m.
Kiangsu

*Correspondence bearing vessel's name only.

JAPAN ALLIANCE.

Renewal Suggested In Tokyo.

THE HONG KONG VISIT.

Making The Singapore Base No Longer A Menace.

Tokyo, Yesterday. Emphasising the importance of the coming visit of the Japanese combined fleet to Hong Kong the "Kokumin" hopes that the result will be closer friendship not only between the two Navies but also between Great Britain and Japan. The paper hopes that it may lead to a revival of the Anglo-Japanese Alliance in the future as it considers that close friendship thus engendered would make the Singapore Base no longer a menace to Japan but, on the contrary, would serve as a base for both Anglo-Japanese Navies if ever the occasion demands common action for the preservation of peace in the Orient. While the Japanese generally regretted the termination of the Alliance and many would like to see it renewed it is doubtful, however, if the "Kokumin" represents the general consensus of opinion at present regarding its renewal.—Reuter.

OLD FEUD.

GURKHAS AND PATHANS IN ARMS.

Bombay, Yesterday. It is learned from Khandala, on the Bombay Poona line, that six workers were killed and 40, including Gurkha women and children sent to hospital as the culmination of an old dispute between Pathans and Gurkhas employed on railroad construction.—Reuter.

FRENCH COLONIES.

TRIBESMEN SUBMIT UNCONDITIONALLY.

Casablanca, Yesterday. The tribute Aitoudrim, comprising 12,000 persons, has submitted unconditionally to French control, thus enabling penetration of an area so far closed to Europeans.—Havas.

ACROSS AMERICA.

FLIGHT FROM N. Y. TO SAN FRANCISCO.

San Francisco, Yesterday. The airmen Costes and Lebrun have arrived from New York.—Reuter's American Service.

NOTICE WITHDRAWN

COSTS AGAINST BANK TRUSTEE.

\$27,000 CLAIM ECHO.

The Full Court (consisting of Sir H. C. Gollan, Sir Peter Grain and Mr. Justice J. R. Wood) sat for five minutes this morning when an order was made that a motion for new trial be dismissed with costs.

The parties concerned were Wong Wai-chung (trustee of the Yue Hong Bank in bankruptcy), plaintiffs appellants, and the Tai Hing Wo firm and Tse Chau-tan, defendants respondents. The case arose out of a decision of the Chief Justice that the Court could not wait for a witness alleged by Mr. Alabaster, K.C., for the plaintiffs, to be material to the plaintiff's case. Plaintiffs claimed for \$27,231 alleged to be due on three promissory notes issued in 1925.

Mr. F. C. Jenkin, appearing for the respondents, said that the notice of motion for a new trial was filed on February 1. On the Saturday before the sitting of the Full Court, plaintiffs filed a notice withdrawing notice of motion for re-hearing.

Letters had been written to the appellants on behalf of the respondents asking for taxed costs of respondents incidental to the notice of motion. Appellants had not replied and respondents were now asking for those costs, plus the costs attendant on the present application.

Their Lordships granted the application.

RUBBER PRICES.

Spectacular Nose Dive In New York.

FAR EASTERN SENTIMENT.

Colombo And Singapore Reports On Restriction Have Effect.

New York, Yesterday. Rubber prices made a spectacular nose dive this morning after the receipt of Reuter cables from Singapore and Colombo announcing the growth of sentiment in production circles in favour of the abolition of restriction. The market was swamped with selling orders. All futures were sold at the lowest levels in the history of the rubber exchange, but the market recovered 30 to 70 points before noon on short covering and buying by strong interests. The collapse of crude rubber was accompanied by a weakness in prominent rubber shares, which dropped two to six points. Dealers estimate that the American rubber pool formed in 1926 for the purpose of stabilising prices and assuring a sufficient supply of crude rubber has lost about \$4,600,000 on 50,000 tons of rubber it is believed to have in hand.—Reuter's American Service.

STRAITS RUBBER.

Majority For Removal Of Restriction.

Singapore, Yesterday. Of the 72 replies to the questionnaire of the Singapore Chamber of Commerce 47 favoured the removal of the restriction on rubber output conditionally or unconditionally. The remainder voted for the continuance of the present scheme with or without modifications.

Colombo, Yesterday. The Chairman of the Ceylon Merchants' Chamber, addressing the annual meeting, said the Chamber had reported to the Government that it thought it desirable to lift the rubber restriction almost immediately, adding, "we have been left behind and individual effort with any necessary corporate action within Ceylon seems the wiser course."—Reuter.

Ceylon Views.

Colombo, Yesterday. Unless defects in the present rubber restriction scheme can be overcome and an amended scheme can be applied on a compulsory equal basis, in all rubber-producing countries in the East the Stevenson scheme should be replaced by a "really comprehensive scheme providing for the adequate control of supplies" according to the Ceylon Estates Proprietary Association representing practically the whole of the rubber industry in European ownership in Ceylon, which has drawn up a memorandum to the Civil Research Committee suggesting the imposition of a special duty of an equivalent value to be levied on all rubber exported by all countries producing plantation rubber, the proceeds of the duty to be available for the purchase of rubber in countries of production so long as the market price is below the pivotal price and the rubber purchased is utilised as stock to ensure a constant and sufficient supply.—Reuter.

Penang Resolution.

Penang, Yesterday. The Chamber of Commerce has passed a resolution in favour of the continuance of the present rubber restriction for at least 12 months to enable the civil research authorities thoroughly to investigate the question.—Reuter.

NO CHANGE.

MIDDLESBROUGH ELECTION RESULT.

London, Yesterday. Following is the result of the Middlesbrough by election, created by the death of Mr. Trevelyan Thomson:
Mr. Kingsley Griffith (Liberal) 10,711.
Mr. Ellis (Labour) 10,628.
Mr. Stanley Sadler (Conservative) 8,218.
The Liberals thus retain the seat.—Reuter.

Geneva, March 8.—The League Council has adopted an Italian proposal for the creation of an educational cinematographic institute.—Reuter.

FRONTIER TRAGEDY.

Spaniards Rush Customs Barriers.

GIBRALTAR AS REFUGE.

Two People Killed And Several Wounded In Firing.

Gibraltar, Yesterday. The strictness of the customs search at Laluea of Spaniards returning from Gibraltar led to tragic consequences. A crowd of several thousands, mostly women and children, many carrying small quantities of groceries, attempted to rush the customs barriers. Troops were called out and fired. They killed two and wounded several, while the terror-stricken crowd swarmed back to Gibraltar.—Reuter.

TELEVISION.

SUCCESSFUL EXPERIMENT AT SEA.

London, Yesterday. Miss Dora Sealey, living in London, was surprised by the request: "come at once, your fiancé wants to see you," the latter message being from the chief wireless operator of the liner s.s. "Berengaria," at present in mid-Atlantic. Miss Sealey was conveyed to the Baird Television Headquarters where she participated in the first experiment television between a ship and the shore. Vision at times was very clear of the wireless operator who was delighted to see on the screen his fiancée, whose profile and method of hairdressing were easily recognisable.—Reuter.

CLAIM REJECTED.

FRANCE AND RUSSIAN SHIPS.

Paris, Yesterday. The Court of Cassation has rejected the Soviet claim to return the Russian ships belonging to the Ropit Company, which escaped from Odessa when shipping was nationalised without compensation in 1928. They reached Marseilles where the shareholders appointed a provisional manager. The Court ruled that French law can only recognise the opinion of legal authorities of foreign countries when the latter does not clash with principles which it considers are opposed to public order and equity.—Reuter.

\$400,000 MORTGAGE.

COUNSEL'S SUBMISSION ON NEW TRIAL.

JUDGMENT RESERVED.

The \$400,000 mortgage case in which Loo Kwong-lam and Loo Kwong-hin seek to set aside the judgment of Mr. Justice J. R. Wood who held that they had fraudulently represented themselves as of age when they were "minors" and that they were not therefore entitled to be relieved of the terms of the mortgage, concluded before the Full Court of Appeal yesterday.

In his final submissions, Mr. Eldon Potter, K.C. (for the appellants), referred to the interview between Mr. Justice Wood and Mr. Blake regarding the interpreter Leung as a result of which it was alleged that His Honour altered the part of his judgment referring to the conduct of Leung who at that time was engaged by Mr. Blake. Mr. Potter submitted that, while he appreciated the motive which might have induced the judge to do what he did, he (counsel) ought not to be deprived by it of a most substantial argument. If His Honour had restrained his comment on the behaviour of Leung this had an important bearing on the credibility of Leung's evidence as to the deed of release being interpreted to the plaintiffs. Judgment was reserved.

Forthcoming weddings announced include those of Mr. Walter Henry Nolloth, Police Sergt. Cheung Chau, to Miss Doris Lucy Gatty, of the A.P.C. staff; and of Mr. Robert Cunningham, of the Supreme Court, to Miss Agnes Mary Stuart, employed by the Peak Hotel.

A masterpiece of humour such as only one comedian could have produced!

Charlie Chaplin

In THE

CIRCUS

A UNITED ARTISTS PICTURE.

AT THE

QUEEN'S

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At 2.30, 5.10 & 7.15 \$1.20, 80 cts., 60 cts., & 40 cts.
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Service men in uniform 60 cts., to back stalls & 40 cts. to front stalls at all performances.



Romance and comedy in the entertaining story of a poor-house inmate's sudden vast inheritance!

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Based on the popular story by Elizabeth Cooper.

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The amusing story of city crooks who were fleeced by country confidence tricksters—

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A lively story with a surprise ending

AT THE

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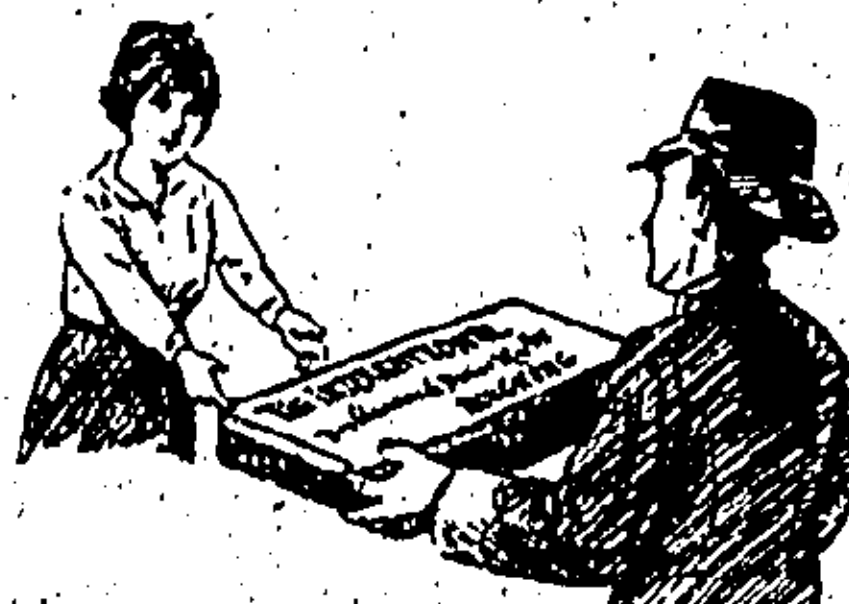
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